

AIR FORCE



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The official newspaper of the Royal Australian Air Force

FITTING TRIBUTE: An F-111 receives a guard of honour as it is towed off the parade ground at the 'Pigs' Tales' official farewell parade at RAAF Base Amberley on December 3.
Photo: LACW Sandra Midson



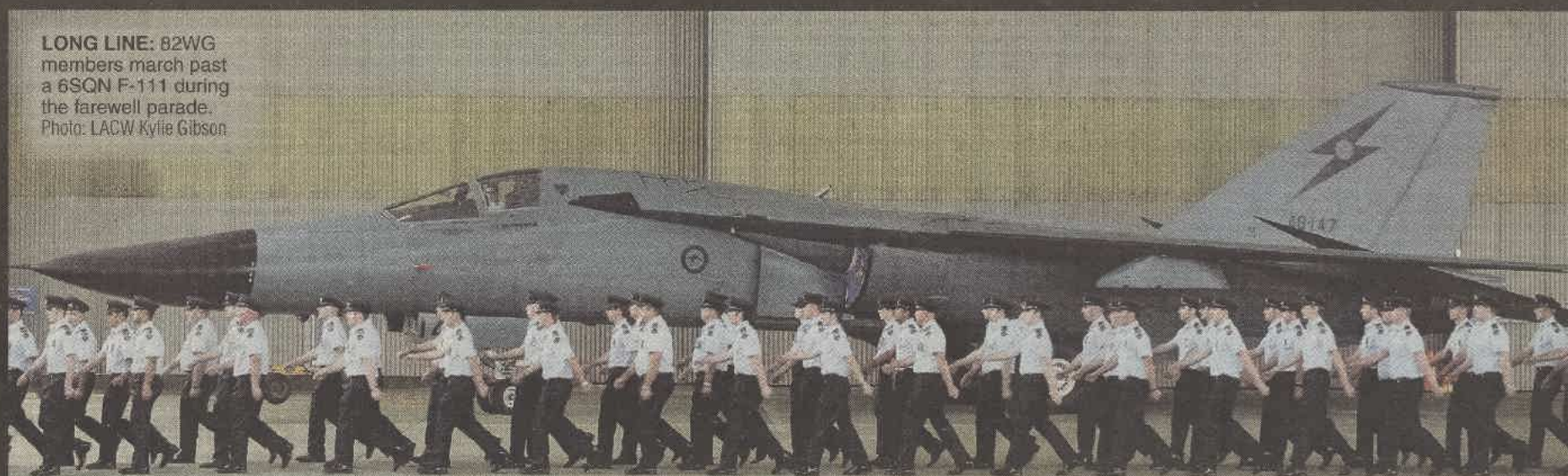
Era ends for the iconic Pig

FINAL SALUTE

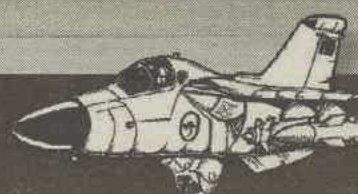
IN AWE: Right, the crowd enjoys the final F-111 aerobatic handling display, above, during the end-of-era event.
Photo: LACW Sandra Midson



LONG LINE: 82WG members march past a 6SQN F-111 during the farewell parade.
Photo: LACW Kylie Gibson



12-PAGE SPECIAL LIFT-OUT INSIDE



Governor-General Quentin Bryce

AS Commander-in-Chief of the Australian Defence Force, I extend a warm season's greetings and congratulate all Royal Australian Air Force personnel on a successful year.

The Air Force has again demonstrated the highest levels of dedication, professionalism and adaptability in a year of consistently high operational tempo, both at home and abroad.

I have had many wonderful interactions with our Air Force this year. In April, I was transported by C-130 Hercules aircraft from Al Minhad Air Base in the United Arab Emirates to Tarin Kot and Kandahar air bases in Afghanistan, where among other things, I had the pleasure of visiting the Heron Detachment. In May, at RAAF Base Tindal, I toured 75SQN

and enjoyed lunch with service personnel. In August, at RAAF Base Townsville, I presented the Governor-General's banner to 27SQN and a Squadron Colour to 1AOSS, and in September I toured RAAF Base Wagga where I met the staff and recruits of 1 Recruit Training Unit.

In each of these experiences, I have been impressed with the devotion to duty, commitment to service and outstanding character of our personnel. I met Air Force men and women who were getting the job done, often under demanding circumstances, both on operations and in training.

While a number of you will spend Christmas at home, others will remain on duty in locations throughout Australia and overseas. I hope those of you away find some time



to celebrate the festive season, supported by the knowledge that your commitment is highly valued and respected by all Australians.

Michael and I take this opportunity on behalf of all Australians to express our deep appreciation to all

Royal Australian Air Force personnel, partners, friends and family members who provide such invaluable support.

May you have a Merry Christmas and Happy New Year, and a safe return for those deployed overseas.



WOFF-AF JJ Millar

G'DAY all. 2010 is coming to a close with a rush.

The Christmas parties are starting so that means the year is nearly done.

It has been a busy year for our Air Force as it continues to conduct missions in the MEAO, Op Resolute and Op Pakistan Assist II as well as conducting exercises in Australia and around the world.

It has been another year of long hard hours to deliver our respective capabilities.

We have introduced new platforms in among this and seen off our old, faithful F-111s. They are being ably replaced with the new Super Hornets.

CAF and I have just returned home from our annual visit to our deployed members in the MEAO.

As usual we have some talented people over there doing some great things for us, conducting operations day in and day out to ensure the ADF mission is a success.

We are also conducting operations alongside our coalition partners who only have high praise for the ADF and our Air Force.

This is a true reflection of your professionalism and dedication to your duties and for that I thank you for your hard work.

I really enjoyed talking with you in your respective locations.

Thank you for all your efforts.

For those who are about to depart on deployment, I hope you enjoy your tour and know you all will continue with the professionalism displayed by those currently deployed.

Christmas is a hard time to be away from family and friends; however your new deployed family will ensure it is a special time.

For all members who are on duty over the Christmas period, whether here in Australia or deployed; thank you for your service.

For those members who are travelling for either holidays or moving on posting over the holiday period, travel safely and please enjoy the well-deserved break.

My wife Di and I would like to wish everyone a very Merry Christmas and a Happy New Year. Stay safe and I look forward to catching up with everyone next year.

It already looks like being an exciting year in our Air Force – and it is our 90th anniversary.

Defence Minister Stephen Smith

EXTEND my best wishes and season's greetings to you and your families.

Since becoming Defence Minister in September, I have had the pleasure of meeting a range of Defence personnel, both here and overseas.

Two weeks into my term as Defence Minister, I visited Australian troops serving in Afghanistan. This helped me gain a better understanding of the conditions that our personnel are facing. We have great pride in the men and women who are working hard every day to help bring about the peace and stability of a country that needs the international community's assistance.

ADF personnel are also playing a significant role in peacekeeping missions in our region and fur-



ther afield. We have ADF members serving in East Timor, the Solomon Islands and Sudan.

Over the past year, the ADF has also delivered life-saving humanitarian and emergency assistance to the people of Haiti, Fiji and Pakistan, building on a proud tradition of humanitarian response to disasters in our region and beyond.

As I travel around bases and sites

in Australia, I am impressed by the commitment, focus and professionalism of the men and women who work in Defence, both military and civilian.

In a speech to the House of Representatives on November 25, I placed on record my thanks to the men and women of Defence including CDF ACM Angus Houston and the Secretary of the Department Dr Ian Watt for the invaluable work you do in Australia's national security interests.

For most of us the festive season is a time spent with family and loved ones. At this time, we keep in our thoughts those who are on duty abroad in Afghanistan, the Middle East, Egypt, Iraq, Sudan, the Solomon Islands and East Timor. Australia is thankful for your service, as it is thankful to all those who serve the nation's defence. You are part of a proud Australian tradition going back

more than a century and its importance does not diminish.

Christmas will, of course, be a very difficult time for 21 families who will be reminded that their loved one – a son, father, husband or partner – is not with them. For 10 families this will be a terrible time because it will be the first Christmas where their loved one will be missing.

We remember the brave young Australians who have lost their lives serving their country. Our eternal gratitude continues and the nation's thoughts are with their families and friends at this time.

I wish all the members and their families a peaceful Christmas and a safe and happy new year. I look forward to a productive 2011 and to working with you to meet the challenges of the year ahead.

Farewell, Rod

THE Directorate of Defence Newspapers is farewelling its long-time Director Rod Horan who is retiring after a lengthy career with Defence.

During his Defence career, both as an Army officer and civilian, Rod was editor of the Army and Navy newspapers and took up his position as Director in 2001.

During his directorship, Rod guided the Service newspapers through times of increased operational tempo, oversaw the expansion of the newspapers' size and led the transition to the online world.

Rod made a substantial contribution to the Directorate and Defence as a whole and will be greatly missed.



CDF ACM Angus Houston

AS another year is coming to a close, I wish to express my gratitude to all of you for the contribution you have made to the ADF in 2010.

I am very proud to lead the ADF and I am always impressed by your professionalism and commitment to getting the job done.

2010 has been another year of high-tempo operations during which thousands of you deployed to 12 operations overseas.

In Afghanistan, we continued to mentor and train the ANA 4th Brigade, contribute to capacity-building in Uruzgan, blunt the insurgency and take back areas traditionally held by the Taliban. In Timor-Leste and the Solomon Islands we have progressively drawn down our troop contribution due to the continuing stable security situations in both countries. Our smaller contributions to various



United Nations Missions have progressed well, as has our part in whole-of-government efforts to protect our borders and offshore maritime interests. During 2010, we also contributed to two humanitarian operations in Haiti, following an earthquake, and Pakistan, following severe floods.

You can take great pride in your efforts and the many successes we have achieved both here in Australia and overseas this year. Thank you for your hard work and dedication.

I also want to thank your families for the love and support they have given you and the sacrifices that they

have made during the year. I deeply appreciate it as I know you do.

Finally, more than 3700 of you will be separated from your families over the Christmas period. My thoughts will be with you and your families during the festive season. I know how hard it is to be away from your loved ones.

Many of you will also be packing up and moving to a new location. This too can be challenging, but I encourage you to embrace the opportunities this brings.

My wife Liz and I wish you a very Merry Christmas and Happy New Year. May 2011 bring you good health, happiness and success.

Last 2010 edition

This is the last edition of *Air Force News* for 2010. The first edition next year is February 3, with contributions required by January 19. Send your story and high resolution images to raafnews@defencenews.gov.au

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CAF AIRMSHL Mark Binskin

IT HAS been an exciting year for Air Force. We have successfully conducted operations and exercises across Australia and the world, welcomed new capabilities, retired old ones, and re-thought how we can do our work more efficiently.

A lot has been asked of Air Force in the past 12 months. Once again you have delivered. Everyone in the Air Force – the PAF, reservists and the APS, along with our industry partners – should be very proud of what has been achieved.

In capability terms, Air Force welcomed its first F/A-18F Super Hornets on to home soil at Amberley. These were the first new air combat platforms in a quarter of a century. The Super Hornets are now an operational capability and will serve us well until we fully transition to the Joint Strike Fighter.

Early in 2010, RAAF Heron

operations began in the Middle East. In May, Air Force welcomed the Wedgetail into service. The Wedgetail and the KC-30s will be major force multipliers for the Air Force of the future. There were acquisitions for Air Lift Group also, with 38SQN receiving its new King Air Interim Light Transports.

We have just farewelled the F-111s, and recognised all the hard work that went into flying and supporting them during their 37-year service.

Air Force provides crucial contributions to global operations. This year more than 1200 Air Force personnel deployed on operations Haiti Assist, Kruger, Slipper, Resolute, Astute, Tower, Anode, Azure and Pakistan Assist II. All of the FEGs have been involved and more than 100 reservists deployed on these operations.

The AP-3C and C-130 detachments in the MEAO reached significant milestones. The Orions achieved seven years of continuous operational



service and have flown more than 1750 missions, involving 16,500 flying hours. The C-130s surpassed 20,000 hours since the MEAO detachment started in 2003. The C-17A aircraft have recorded 100 missions in the Middle East, just over a year and 4500 tonnes since their first intra-theatre task.

Air Force's Heron Remotely Piloted Aircraft detachment is supporting the Australian Mentoring Task Force and Special Operations Task Group in Afghanistan. The RAAF has flown more than 3000

Heron hours since the start of the year.

Exercise Pitch Black 2010 was the RAAF's premier air combat training exercise for 2010. We also participated in a wide range of exercises including Red Flag, Bersama Shield, Rajawali Ausindo, Kakadu, Singaroo, Combined Strength and Willoh.

The key challenge in 2011 will be to continue the high tempo ops and exercises while working more deeply to fundamentally reform the way we go about our day-to-day business through the Air Force Improvement Program. However,

while we consider how to improve our processes at all levels, I must continue to emphasise that safety and airworthiness will not be compromised.

Next year, Air Force turns 90. My theme for our 90th year is 'Tradition, Innovation, Evolution', which reflects our proud history, how we do business today and our transition to next-generation platforms and technologies. The Avalon air show in early March will be the centrepiece of our anniversary activities, however there will be modest commemoration activities also held on our bases.

When looking back over the year, you should all feel proud that we have continued to deliver world-class air power on operations around the globe. Considering the high workload I expect next year, I hope that you can have a break over Christmas and spend time with your family and friends. My wife Gitte and I wish you all a safe and Happy Christmas and look forward to seeing you in 2011.

Challenges for 2011

Michael Weaver

CAF AIRMSHL Mark Binskin says the key challenge for 2011 is to maintain operational tempo while Air Force gets deeply into strategic reform and continues to deliver on new capabilities.

"We need to examine every facet of our business, in partnership with all Defence groups and industry, to increase the effectiveness of our capability," AIRMSHL Binskin said.

"This is about fundamental reform, not just cost-cutting. And at the same time, safety and airworthiness will not be compromised."

"While we're doing all that, we've got to maintain the current operational tempo, because our primary job is operations and the MEAO is going to continue to be a focus."

"Regionally, we're also going to have some increased exercise interaction. There's also no doubt that we'll have some humanitarian operations – based on experience, it's going to happen."

AIRMSHL Binskin said the challenges of the Strategic Reform Program (SRP) will be a key focus with the delivery of reforms. While not a part of SRP, the Combat Support Group (CSG) reorganisation will be a priority next year.

The lessons learnt from more than 10 years of operations for CSG will be put into practice, with a phased transition to its future structure.

"We can't do air operations around the globe without having the essential support from CSG," AIRMSHL Binskin said.

"On SRP, we are going to ramp up and deliver more – we have to."

"But as I often say to people, don't focus on the real big ticket items."

"There's a lot of day-to-day items and processes that will provide us with the Air Force Improvement reforms we need to fund the future source."

"One of our goals is to improve our processes so that we achieve our outcomes with less effort, thus building resilience back into our organisation, allowing for surge



Howzat for a special gift

On their visit to the MEAO last month, CAF AIRMSHL Mark Binskin and WOFF-AF JJ Millar presented Heron Detachment Commander WGCDD Bob Morris with a cricket set from Governor-General Quentin Bryce and her husband Michael. During a visit to the Heron RPA detachment earlier this year, Ms and Mr Bryce decided to donate a cricket set to the detachment members as a goodwill gesture so they could enjoy an Aussie favourite while deployed.

Photo: SGT Neil Ruskin

CUTTING COSTS

- Qantas Defence Services and the Defence Materiel Organisation have signed a C-130H Deeper Maintenance contract providing support to the C-130H fleet to its planned withdrawal date. By working together to clearly establish the capability requirements, ALSPO and ALG were able to give industry the flexibility to deliver a contract that was about 30 per cent cheaper than the existing price.
- DMO is working closely with the aircraft original equipment manufacturers to complete engineering assessments of some of our maintenance activities to reduce costs. For example, the Classic Hornet Deeper Maintenance servicing interval was increased by 10 per cent, saving \$2.1m this financial year. For the Super Hornet, the aircraft wash cycle, which is needed to protect the aircraft from corrosion, was increased from the US Navy standard of 14 days to 56 days.
- 1RTU realised that new technical and supply trade recruits were being issued with two pairs of combat boots when only one pair was needed for their time at the unit. This simple change will see Air Force reduce its clothing requirement by about \$190,000 a year. Buoyed by this success, the team is now looking at reducing the costs of weapons training at the unit. The enthusiasm of the team at 1RTU about improving the way we do business in Defence is reflected across the Air Force.

capacity, training and other opportunities.

"As far as our capabilities go, the remainder of our Super Hornet fleet will arrive in 2011. I will be looking to get IOC (initial operating capability) for our KC-30 Tankers by the end of next year and that is going to be a significant capability for us. The KC-30s will fundamentally change the way we do business. Additionally, more of the Wedgetails will come into service."

AIRMSHL Binskin said smart sustainment is another key reform stream that will reduce the cost of delivering Air Force capability and establish the environment for successfully supporting Force 2030.

Smart savings targets will be

underpinned by tightening the working relationships between Air Force, DMO and industry, adoption of LEAN practices and establishing a continuous improvement culture across the Air Force – DMO team.

"I think we've spent a lot of effort in the last 12 months refining overall Air Force Improvement and how it can support our involvement with the SRP. We've now positioned ourselves to jump into it boots and all – in fact we're going to have to."

"Next year there's going to be a lot of hard work in the strategic reform space. But we're well positioned to do it. I think we've thought and planned it out well and now we're ready to get on with it."

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Spreading their wings

LAC Aaron Curran

THE Roulettes were well satisfied with their recent trip to Indonesia, via central Australia.

From October 31 to November 19, the Roulettes took eight aircraft from RAAF Base East Sale to central Australia, Northern Territory and locations in Indonesia.

The Roulettes completed a total of 31 flights comprising 42.7 flying hours. It was the first overseas trip for the aerobatic team since 2008.

Roulette Leader SQNLDR Glenn Canfield said the flights for the PC-9A were relatively long.

"We had logistic support from a C-130H and KA350 King Air," SQNLDR Canfield said.

"The Hercules provided movement of some larger items while the KA350 provided high frequency and radar coverage for the international legs."

"Generally the aircraft performed well in Indonesia, although with the high temperatures and humidity, there was limited excess aircraft performance available to the pilots on the wing."

SQNLDR Canfield said the highlight of the trip was being able to do a display for large numbers of people.

"The international engagements

with the Indonesian Jupiters Aerobatic Team help to foster stronger relations," he said.

The Australian Embassy's Chargé d'Affaires, Paul Robilliard, said it was exciting to have the Roulettes in Indonesia.

"The ongoing cooperation between the Australian and Indonesian Air Force complements the strong relationship between our two countries," Mr Robilliard said.

At the Military Expo in Jakarta, the Indonesian President Susilo Bambang Yudhoyono had his eyes to the sky watching the Roulettes do what they have been doing well for years.

"The hospitality shown from the Indonesian officials, TNI-AU (Indonesian Air Force) and local people was outstanding," SQNLDR Canfield said.

The Roulettes not only received visits from the TNI-AU Acting Chief, AIRMSHL Sukirno, but also from Coordinating Minister for Political, Legal and Security Affairs ACM Djoko Suyanto (ret'd) and Secretary General of Defence AIRMSHL Eris Heryanto. ACM Suyanto is a graduate of CFS's No 76 Flying Instructors Course and AM Heryanto is a graduate of the ADF's Centre for Defence and Strategic Studies.



ROCK SOLID: The Roulettes fly in wedge formation at Uluru. Photos: CPL Steve Duncan

Roulettes' busy itinerary

- ▶ East Sale
- ▶ Ballarat
- ▶ Broken Hill
- ▶ Coober Pedy
- ▶ Uluru
- ▶ Alice Springs
- ▶ Tennant Creek
- ▶ Tindal
- ▶ Darwin
- ▶ Kupang (West Timor)
- ▶ Bali
- ▶ Surabaya
- ▶ Jakarta
- ▶ Bali
- ▶ Kupang
- ▶ Broome
- ▶ Halls Creek
- ▶ Alice Springs
- ▶ Woomera
- ▶ Mildura
- ▶ East Sale



WELCOME: Above, Indonesia's Secretary General for Defence AIRMSHL Eris Heryanto speaks to FLTLT Tim Borella.



DOMES AND LOOPS: Right, the Roulettes start a loop at Kata Tjuta (The Olgas).



FLYING GEMS: The Roulettes fly over Coober Pedy where they performed.



VIP SPECTATOR: Indonesian President Susilo Bambang Yudhoyono watches the Roulettes.

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TOGETHER: Above, the Roulettes and Jupiters join hands for a quick photo opportunity.

DESTINATION: Right, One of the Roulettes on finals at Jakarta airport.



Mouth-to-mutt



NO TIME FOR SECOND THOUGHTS: MWD handler CPL Jarrod Date at RAAF Base Amberley. Photo: LAC Aaron Curran

When military working dog Deuce swallowed a rubber ball and lapsed into unconsciousness with glazed eyes and a deep-purple tongue, there was just one thing to be done. Andrew Stackpool reports.

Super excited

WITH 6SQN's first Super Hornets due to arrive in Australia before Christmas, it's an exciting time for the 12 F/A-18s from Bryce Solomon. They have been selected as the first of 6SQN Super Hornet instructor crews. The pair has been on conversion since August. All F/A-18F Super Hornet aircrew are working on the development of the operational conversion course under the leadership of 1SQN Training Flight Commander, SQNLDR John Haly. The Super Hornet conversion course comprises several phases, including air-to-air and air-to-surface. "The course was professional, thorough and rapid," FLTLT Nelson said. "But the highlight by far was doing basic fighter manoeuvres in the new jets."

DEFENCE Science and Personnel Minister Warren Snowdon says he is investigating options for the future use of housing at RAAF Base Darwin. Defence completed a strategic review on all of its property in Darwin in 2009, which concluded that there is a continuing strategic need to retain the housing land at RAAF Base Darwin to accommodate future Defence capability and contingency needs. Mr Snowdon has asked Defence to review the land use requirements. "This review will allow the Government to make a judgement about how to proceed. It will allow us to look at what we can best use that land," Mr Snowdon said.

Deuce has made a full recovery. However, CPL. Date has replaced the balls with two larger toys.


Defcredit
 Service banking

Leading the way in MEAO

AB Melanie Schinkel

CPL Adrian Skewes is part of the three-man team at Kandahar Airfield (KAF) which coordinates the movements of all Australian task groups throughout the MEAO as well as working with coalition partners.

Up to three C-130s arrive at KAF every day and, depending on operational tempo, they shift between 20 and 400 ADF personnel in and out of theatre each week.

CPL Skewes is part of the Joint Movement Control Office (JMCO) which uses KAF as a site to shift cargo and passengers.

The team members start their day early to ensure the aircraft is where it should be and that the correct numbers of passengers arrive and are briefed for check-in.

The team is headed by JMCO KAF platoon commander LT Alexander Spence.

"Leading up to the colder months it's fairly quiet, but we have just come out of one of our busiest periods, so both my troops are enjoying a well-earned rest," LT Spence said.

"My role here is to look after the soldiers' well-being and administration, as well as oversee all the movement operations from KAF, Tarin Kot and Kabul.

"I also facilitate with any complex

It's fantastic to work with so many nations, but you have to learn a lot of different processes because they all do things differently.

movements that may arise such as transporting fatalities and urgent travel back to Australia for compassionate or medical reasons."

They also assist personnel in returning to Australia.

CPL Skewes is one of only two Air Force personnel within JMCO in the MEAO. The other member is SGT John McDonald, who is based at the JMCO at Al Minhad Air Base.

"My job is to co-ordinate the movements of Australian personnel who travel on coalition ISAF aircraft," CPL Skewes said.

"It's fantastic to work with so many nations, but you have to learn a lot of different processes because they all do things differently.

"I have been able to do things we don't do back in Australia. I'm generally answering questions about relief out of country leave or relief out of country fare assistance travel, and receiving movement requests from personnel."



ALL ABOARD: CPL Adrian Skewes with bag tags he issues to passengers on a flight out of Kandahar Airfield; inset, movements operator PTE Michael Griffin escorts passengers to a RAAF C-130. Photos: AB Jo D'Amore

Approval for new uniform

SGT Andrew Hetherington

TROOPS deployed to Afghanistan will have a new uniform to wear when patrolling outside their bases.

They will wear a multicam patterned uniform during a one-year trial after Special Operations Task Group soldiers gave it the thumbs up after wearing it in combat.

Defence Materiel Minister Jason Clare announced this at the Land Warfare Conference in Brisbane on November 19.

Mr Clare said the feedback from Special Forces troops – who have trialled the combat uniform over the past year – was extremely positive.

"The camouflage pattern provides troops with greater levels of concealment across the range of terrains in Afghanistan – urban, desert and green," he said.

"It also makes it easier for our troops to do their job."

The multicam shirt and trousers have innovative features which make them safer and more comfortable to wear than other uniforms.

The shirt and trousers have elbow and knee pads to reduce soft tissue injuries; are cooler and designed to be worn under body armour; have a padded waistband to make it more comfortable under webbing or a field pack; and have more pockets and a stretch fabric at the joints.

Mr Clare said Defence placed an urgent order to the US to get the uniforms to troops in Afghanistan as quickly as possible.

"I have also instructed the Defence Materiel Organisation to pursue the purchase of a licence to provide for the potential manufacture of this uniform in Australia if the extended trial is successful," Mr Clare said.

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Here comes the sun in Kandahar



There's never a dull day for CPL Robert Busby who is based at Kandahar Airfield in southern Afghanistan. The communications information systems controller from RAAF Base Tindal is working with coalition, ADF and welfare networks. "During this deployment I hope to continue expanding my knowledge by working with different systems and coalition forces and I also hope to provide support and training to my troops," he said.

Photo: AB Jo D'Amore



Heron heroics

ON ITS WAY AGAIN: FSGT Barry McCrabb watches the Heron as it taxis down the runway at Kandahar Airfield.
Photos: AB Jo Dileo



GETTING READY: Final checks are conducted.

AB Melanie Schinkel

THE first Australian-operated Heron Remotely Piloted Aircraft (RPA) continues to achieve milestones, recently reaching 3000 hours of operations supporting Australian, Afghan and International Security Assistance Forces (ISAF) in Afghanistan.

The Heron detachment arrived in Afghanistan in July 2009 to provide a high resolution intelligence, surveillance and reconnaissance (ISR) capability in support of Australian and coalition troops.

Heron Detachment Commander WGCdr Bob Morris said that a typical mission could last between 15 to 19 hours.

"It's quite a long time to be airborne. I split my team in half so they can cover the whole period. The team primarily comprises Air Force personnel, but we have three Army members and our first RAN sailor in this detachment," WGCdr Morris said.

"Heron's primary role is to be the eyes in the sky for the troops on the ground. Common missions include monitoring patterns of

life and conducting route clearances to make sure the enemy isn't planning ambushes or planting IEDs.

"By looking over the fence and down the road, we try to keep our troops out of harm's way."

In many missions, Heron's involvement has prevented injury and saved the lives of Australian, Afghan and ISAF personnel.

Heron is a one-tonne aircraft capable of medium altitude, long endurance flights. It was selected after a detailed examination of off-the-shelf, low risk ISR systems

available to be quickly deployed to Afghanistan.

Heron's long endurance characteristic enhances the ADF's operational ISR capabilities in Afghanistan, provided by Air Force AP-3Cs and Army's Scan Eagle tactical RPA.

Heron uses leading-edge technology to boost force protection by providing ground commanders with live situational awareness.

The Australian detachment has been integrated into the already established coalition Heron Detachment in Afghanistan.



ALL HANDS: Canadian MacDonald, Dettwiler and Associates (MDA) contractors conduct pre-flight checks on a Heron Remotely Piloted Aircraft at Kandahar Airfield as Air Force detachment members stand by to provide assistance in the background.
Photo: AB Jo Dileo



Seasons greetings from TK

CPL Phil Nicoll from 1 Airfield Operations Support Squadron gets in some practice for the festive season while serving at the Multinational Base at Tarin Kot in Uruzgan province, Afghanistan.

Photo: CPL Christopher Dickson

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1920 1970
1925 1975
1930 1980
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1940 1990
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From Then 'til Now
Images provided by the Australian War Memorial

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Daddy stays focused

AB Melanie Schinkel

AS HE coordinates BRIG Bruce Scott's personal security and protection requirements for senior visits in southern Afghanistan, SGT Peter Madigan waits for news from Australia on the birth of his first son.

Although at time of print SGT Madigan's son had not arrived, by the time he returns home from his six-month deployment at Kandahar Airfield (KAF), his boy will already be five months old.

"I'm pretty excited. We haven't decided what his name is going to be yet," SGT Madigan said.

An airfield defence guard from RAAF Base Amberley's 2 Airfield Defence Section (AFDS), SGT Madigan has served in the Air Force for 11 years and now works as BRIG Scott's Close Personal Protection Officer.

EVER ALERT: SGT Peter Madigan guards the armoured and technologically advanced Toyota Land Cruiser, at Regional Command South, Kandahar Airfield.

Photo: AB Jo D'Ignazio



MEETINGS ACROSS THE COUNTRY: SGT Madigan watches over BRIG Bruce Scott at a police graduation ceremony.



"BRIG Scott is the first Australian officer to hold the position of Deputy Commanding General for Force Development for Headquarters Regional Command South," SGT Madigan said.

"My job is to provide him with close personal protection when he

travels. I look after his movements, which involves arranging his protection for diplomatic or representational visits throughout Afghanistan.

"It can be pretty challenging at times but we are working with some real professionals over here and we are well prepared."

SGT Madigan completed the Close Personal Protection Operators Course with Army Military Police at the Defence Police Training Centre in Sydney. The course provides high-level training in soldiering, marksmanship, military tactical planning and diplomacy.

His position takes him across the country to sit in on meetings between Afghan National Army and Afghan National Police generals.

He said that his job often put him under a high degree of pressure and that it was important for him to maintain his situational awareness.

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Know thy other enemy

AB Melanie Schinkel

WHILE ADF personnel continuously train to prevent combat-related injuries, FLGOFF Melissa Dellar investigates Defence workplaces and operational environments to help protect members from non-battle-related injuries.

During her four-month deployment, environmental health officer FLGOFF Dellar travelled to Kabul, Kandahar, Al Minhad Air Base (AMAB) and Tarin Kot to examine environmental health and occupational hygiene standards.

FLGOFF Dellar assessed general hygiene, water and air quality, as well as members' exposure to noise, chemicals and metals.

"Water testing was conducted every day at AMAB. The water quality at AMAB is very good because we have our own reverse osmosis system in our domestic compound," she said.

"I also conducted ventilation surveys, noise exposure assessments in offices near computer servers and provided advice on appropriate personal protective equipment for various workplaces."

Just as soldiers need to know their enemies' activities, command needs to know what risks are associated with sending their troops into health environments.

"In Tarin Kot, Kandahar and Kabul I checked that environmental health programs, such as OH&S management, were being maintained."

About 30 environmental health officers in the Air Force provide command with similar advice.

"Just as soldiers need to know their enemies' activities, command needs to know what health risks are associated with sending troops into various environments," FLGOFF Dellar said.

FLGOFF Dellar said that dust was the most common health nuisance in

the Middle East but soil tests revealed it's not harmful to human health.

"You can get an idea of what's in the dust by examining top soil."

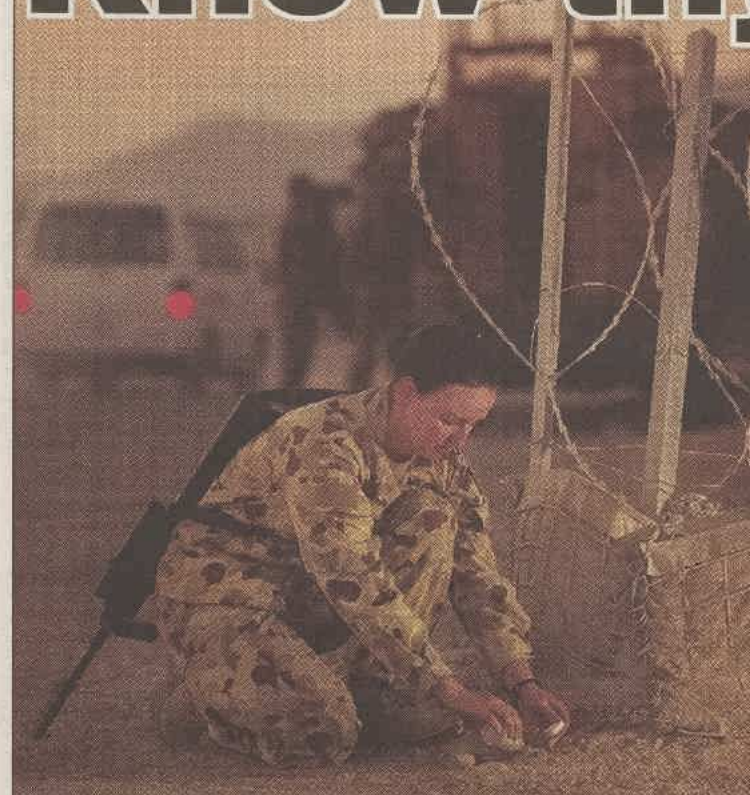
"Test results can reveal what we are potentially breathing in. For example, a sample taken from near a burn pit may uncover traces of combusted metals."

"We test the soil to get these results. Our coalition partners often share their air quality results, which is very helpful."

She said that the most common non-combat-related injuries in the MEAO were heat stress and gastro.

"The biggest challenge we have is managing heat stress. When I arrived at AMAB in July, the temperature was about 52 degrees Celsius, and it was even hotter out on the tarmac."

"Communal living environments are perfect conditions for gastro to thrive. I encourage personnel to wash their hands regularly, especially before they eat. Everyone needs to maintain their personal hygiene to stop gastro spreading – that's the most effective way to protect yourself and your mates."



SOILS AIN'T SOILS: FLGOFF Melissa Dellar collects a soil sample to test for combusted metals at Kandahar Airfield. Photo: AB Jo DiIorenzo

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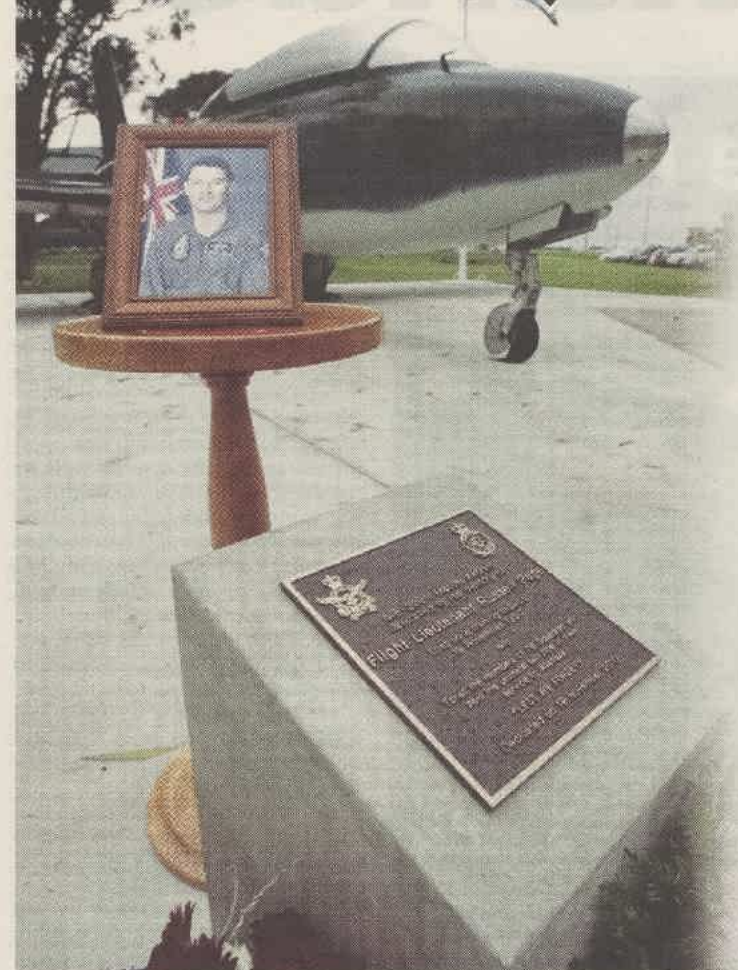
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76SQN remembers



FLTLT Skye Smith

NUMBER 76SQN dedicated a MB-326H Macchi aircraft to the memory of FLTLT Russell Page to mark the 20th anniversary of his fatal ejection and to honour all 76SQN members who have given the ultimate sacrifice in the performance of duty.

On November 19 1990, at the age of 31, FLTLT Page was killed in a flying accident in the training area off Port Stephens, near RAAF Base Williamtown, while conducting air combat manoeuvring training.

FLTLT Page ejected from Macchi A7-076 when the left wing experienced catastrophic fatigue failure. But his parachute did not deploy and he struck the aircraft before impacting the water at high speed.

In 1984, he was accepted on No 132 Pilots' Course and graduated in 1985 as dux of the course, gaining himself the highly-prized posting to fighter aircraft.

FLTLT Page served at 77SQN where he successfully completed No 3/85 Introductory Fighter Course on the Macchi.

In August 1986, he started conversion on to the F/A-18 and graduated from the course in February the following year.

He then began a tour with 3SQN in March 1987 before taking up post at 75SQN that June.

As recognition of his high level of fighter piloting skill, FLTLT Page was awarded the Sir Richard Williams Trophy for Fighter Pilot of the Year in



Russ will remain as an inspiration and a unique example of how to live and love life to the full.

— SQNLDR Roger McKay

IN THEIR THOUGHTS:
CAF AIRMSHL Mark Binskin joins 76SQN at the memorial service.

1998. In July 1990, he attended Fighter Combat Instructors' Course and was posted to 76SQN in September to fly the Macchi again. Two months later his life was cut short.

"For those fortunate to have known him and be part of his life, Russ will remain as an inspiration and a unique example of how to live and love life

to the full." SQNLDR Roger McKay, who was the 76SQN XO in 1990, said at the memorial.

"Above all, Russ was a mentor. He will always be loved and remembered."

A four-ship of Hawk Mk127 lead-in fighter jets performed a missing man formation over the Macchi, which will remain on permanent display at 76SQN.

IN TRIBUTE: The memorial plaque and Macchi aircraft honouring FLTLT Russell Page (photo) and all 76SQN personnel who have lost their lives in service.
Photo: LACW Katharine Pearson

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Command handed

Homing in on the new base range

THE RAAF Base Amberley 25 Metre Range is now open after some extensive work which has brought it in line with the national fleet of ranges and the Manual of Land Warfare standards.

WGCDR Paul Long, who took command of 36SQN on December 2, and his XO, SQNLDR Peter Thompson, were the first to fire on the range since the new additions.

The shoot conducted by the pair qualifies them for MEAO support missions, a task 36SQN has been involved with since 2009.

"Having this facility operational at Amberley will mean that weapons qualifications can be more efficiently conducted for personnel being deployed and for annual currencies," WGCDR Long said.

"It has also enabled a closer working relationship between 36SQN and Ground Defence Section."

FSGT Brett Rogers, OIC Ground Defence Training Section, 382 Combat Support Squadron, said: "Having a 25 metre range on base is an important part of the overall support that is given to our deploying personnel."



THE FIRST: WGCDR Paul Long, right, and SQNLDR Peter Thompson fire the Browning 9mm pistol at the new 25 Metre Range. Photo: LACW Sandra Midson

Eamon Hamilton

THE REINS at 36SQN have been handed over.

On December 2, WGCDR Adam Williams handed over command of our C-17A squadron at RAAF Base Amberley to WGCDR Paul Long.

WGCDR Long brings with him a background of experience on C-130s and working on the AIR 8000 project.

WGCDR Long said: "I relish the challenge of the next few years in this posting, maintaining our operational commitments, as well as expanding the C-17A's capability."

"Some of the roles we'll be introducing to our C-17As include expanding our airdrop capability and introducing air-to-air refuelling with our neighbours at 33SQN."

WGCDR Williams has been posted to Assistant Defence Attaché to Singapore next year.

He took command of 36SQN in 2008, following on from WGCDR Linda Corbould who oversaw introduction of the C-17A into service.

During WGCDR Williams' tenure, 36SQN personnel stepped up to the task of sending the C-17A out in support of ADF operations.

It included an intense period of operational activity, supporting short-notice humanitarian tasks to Burma, Pakistan, Samoa and Indonesia, as well as sustaining operations in the MEAO.

Adding some sparkle to lives of sick children

FLTLT Bruce Chalmers

SERIOUSLY ill children and their families benefited from a close relationship between the Starlight Foundation and 36SQN through a Charity Fun Day at RAAF Base Amberley on November 21.

Assisted by 33SQN and other Air Force units, the day was organised through FunFlight and had children from Ronald McDonald House, the Starlight Foundation, Heart Kids and Camp Quality in attendance.

Children and their families had a unique opportunity to look over the ever-popular F-111, a

new Super Hornet, a C-17A, Panther fire trucks and even a couple of DPCU-dressed camels on loan from No 9 Force Support Battalion.

Adding real colour to the day was the display by the military working dog puppies and a flyover in a C-17A by outgoing CO 36SQN WGCDR Adam Williams.

The day, sponsored by Boeing, also had jumping castles and face painting for the children, making it a complete entertainment event designed to soften the medical treatment for their respective conditions and bring cheer close to Christmas.



ZOOM, ZOOM: 6SQN's FSGT Ian McIntyre, left, and CPL Sunny Jacob play 'aeroplanes' with sisters, Dijonay, left, and Danielle Schloss from Regents Park.



LOOK AT THAT: Avionic technician WOFF Bob Baldwin of 23SQN gives Tom Jeffcoat, 14, of Toowoomba a closer look at an F-111 Ejectable Crew Module.

Photos: LACW Sandra Midson

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Clarification to MWD photo

On the Flightline page of the November 11 edition, a photograph was published under the caption 'Puppy Pride' showing CO 27SQN presenting MWD Ike with the Canine Service Medal and War Dog Operational Medal. The caption said the latter medal was for service in Afghanistan and East Timor, when it should have only said East Timor.

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Mayor Paul Pisasale and Councillors of the City of Ipswich wish to bid the famous F-111s farewell.

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over at 36SQN

"The undoubted highlight of the two years in command is the feeling of immense pride in the men and women of 36SQN that resulted from the end of last year's MEAO surge," WGCdr Williams said.

"It was the culmination of 10 months of incredibly focused and committed effort from every member of 36SQN to rapidly ramp-up the unit for operations in an active theatre and sustain that rate of effort for months on end.

"Each and every person in the squadron, as well as staff from the Heavy Air Lift Systems Program Office, 382 Expeditionary Combat Support Squadron and the Joint Task Force, pulled together to make it happen and should be incredibly proud. I feel privileged to have been a part of it."

The undoubted highlight of the two years in command is the feeling of immense pride in the men and women of 36SQN that resulted from the end of last year's MEAO surge.



WATER WAY TO GO: Departing CO 36SQN WGCdr Adam Williams runs from the water spray of a Panther fire truck after disembarking from his final flight in a C-17A at the FunFlight Family Fun Day at RAAF Base Amberley; above inset, WGCdr Williams walking across the flightline after the drenching.

Photos: LACW Sandra Midson



Reservists, share your skills with us

If you're a Reservist, you'll soon have the opportunity to help the ADF's Civil Skills Data Team learn more about you. The CSD collection e-survey starts soon and is your chance to tell us about your civil skills, qualifications and experience. It will help us to gain a more complete picture of who you are, and it could help your Reserve career and deployment opportunities. You'll be paid for completing the e-survey. We'd like you to take part and we'll send an information pack to your home address. Watch this space!

To ensure you get the Civil Skills Data information pack, check your address details on PMKey5.



Andrew Stackpool

SGT Paul Carpenter of 10SQN has been awarded the prestigious Rolls-Royce Eagle trophy.

SGT Carpenter is an aircraft technician maintenance manager/independent inspector who is responsible for coordinating the maintenance effort of the aircraft technicians in his team to keep the Orions flying. He also inspects work that is critical to flight safety.

He was selected from nominations from 10SQN, 11SQN and 75SQN, the RAAF School of Technical Training, Aerospace Engineering Squadron and 3 Control and Reporting Unit.

The Eagle Trophy, awarded for outstanding achievement in the aircraft technical and engineering specialisation fields, was presented by CAF AIRMSHL Mark Binskin at an awards dinner on October 26.

SGT Carpenter has spent five years at 10SQN.

This latest period has been over a three-year stretch and much of his time has been spent in other squadrons within 92WG.

"I think the work I have done in addressing technical mastery within the squadron has been the most significant aspect of my success," he said.

"I think the most visible part of my work has been the continuation training that I have delivered to the maintenance team at 10SQN.

"I am particularly keen for all our people to learn from the experiences of others.

"There are so many tasks on the Orion that arise very infrequently (and I still see things I have never seen before), so capturing and sharing this knowledge is a key enabler to our techos."

SGT Carpenter said he found out he was the winner during a work shift change when the squadron CO wanted to speak to him.

"Being advised was a buzz, and I do feel that this year has been the very best of my career. I have been



Eagle pride

NERVOUS MOMENT: SGT Paul Carpenter proudly holds his trophy while congratulated by, from left, AVM Ruxley McLennan (ret'd), CAF AIRMSHL Mark Binskin, Paul's wife Donna, CO 10SQN WGCOR Michael Jansen, Dan Korte and Eion Bailey. Photo: FSGT John Carroll

in the right place at the right time to have an influence in some key issues affecting maintenance in the squadron.

"The presentation was a little daunting. I have never seen so many star-ranked officers in my life.

"I was invited to make a speech, which I think went well, and once I

was presented with the trophy, you couldn't wipe the stupid looking smile off my face."

He said the trophy really belonged to 10SQN.

"I feel that it is a reflection of the efforts of all the people at 10SQN," he said.

"I have some fantastic corporals

who keep me on my toes and have had the privilege to work with leaders who have a genuine commitment to the people at the 'coal face'."

SGT Carpenter has now posted to the Maritime Patrol Systems Program Office.

As well as the trophy, he received a CAF's Commendation.

I feel that it is a reflection of the efforts of all the people at 10SQN.
— SGT Paul Carpenter



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Dazzling display at opening of centre

SGT Andrew Hetherington

ATTENDEES at the official opening of the new Joint Combined Training Centre in Canberra last month received a demonstration of its capability.

Observers witnessed on three large screens as four vehicles were destroyed – utilising personnel and virtual and constructed platforms in four locations without having to travel thousands of kilometres to complete the mission.

The centre, the new home of the ADF's Joint Combined Training Capability (JCTC), was officially opened on November 23 by CDF ACM Angus Houston.

Director of the JCTC LTCOL John Duff said the new centre would enhance ADF force preparedness and bilateral high-end training.

ACM Houston said the JCTC was the way ahead for training.

"The use of simulation ... is the way we have to move toward, given the incredible expense of operating ever more expensive platforms.

"I am very excited about the JCTC, not only will it be a more efficient way of conducting training and exercising, but it will be a great way of achieving a much higher level of interoperability through the technology available."

The next major joint and combined exercise support event for JCTC will be Exercise Talisman Saber 11 in July.

For information about the JCTC, visit http://intranet.defence.gov.au/jocweb/sites/_Home/comweb.asp?page=33701 and www.defence.gov.au/Capability/JCTC/



WAY AHEAD: ACM Angus Houston.

Long way there

SGT Dave Morley

A 79SQN pilot logged his 6000th hour on the Hawk Lead-in Fighter Trainer at RAAF Base Pearce on November 26 – in a milestone with a difference.

His hours were logged over 28 years, in three countries, and on three versions of the Hawk.

SQNLDR Roddy van Rooyen joined the Rhodesian Air Force (RhAF) in 1979 and did a short tour on the Lynx with 4SQN RhAF.

"After the RhAF became the Air Force of Zimbabwe, I was sent on Flying Instructors' Course, graduating in 1981, and have been instructing ever since," he said.

He was selected as one of five pilots to convert on to the Hawk Mk60, which was replacing the Vampire. After conversion in Britain in 1982, they flew them to Zimbabwe.

SQNLDR van Rooyen said he flew Hawks in Zimbabwe until 1988 in a training role as well as on operations in defence of Zimbabwe's economic pipeline through Mozambique.

"I flew a total of 1342 hours on the Hawk Mk60.

"I joined BAE Systems in Saudi Arabia in 1989 and flew Hawk Mk65s in the Lead-in Fighter training role."

He remained in Saudi Arabia until 2000 and flew 2779 more hours.

SQNLDR van Rooyen joined the RAAF in 2000 after the Hawk Mk127 had been selected as the replacement for the Macchi.



"Apart from a two-year tour at 2 Flying Training School (2FTS) flying the PC-9/A in 2007-08, I have been flying the Hawk with 79SQN since I joined the RAAF.

"The only year since 1982 that Hawk hours do not appear in my log book is 2007, my first year with 2FTS."

On November 26, he flew his 1879th hour on the Hawk, which gave him a total of 6000 Hawk hours.

"If you're going to spend that amount of time in the Lead-in Fighter role, the Hawk is not a bad aircraft to do it in."

He finishes up as XO 79SQN this year and is posted to Command and Staff College in Canberra next year.



MASSIVE EFFORT: SQNLDR Roddy van Rooyen's 6000 hours were logged over 28 years, in three countries, and on three versions of the Hawk. Photo: LACW Jessica Smith

HAWK TALK: SQNLDR van Rooyen, left, receives a presentation at RAAF Base Pearce from CO 79SQN WGCDCR Bernie Greal.

Keep safe and keep well over holiday season

IT IS the season to be jolly but it is also the season to be jolly careful.

Each year hundreds of people are hurt over the Christmas holidays and Joint Health Command (JHC) would like to provide some health advice to anyone who may be required to provide aid to an injured person.

Whether you are helping a friend, family member or total stranger, it is important to know that you could potentially expose yourself to health risks.

To help keep yourself safe:

- ▶ assess any dangers before you give aid;
- ▶ provide assistance only to the level of your ability;
- ▶ avoid contact with another person's blood and body fluids;
- ▶ use gloves and/or masks if possible;
- ▶ wash your hands immediately after aid is given; and
- ▶ call 000 if necessary.

Remember – don't put yourself at risk of injury or illness.

In need of health support over the Christmas stand-down period? Health support continues to be available to Defence members throughout this period.

Your local health facility will have their routine operating hours available for all members.

Out of routine operating hours, 24-hour advice and support is available through 1800 IMSICK (1800 467 425), the all-hours support line for mental health support (1800 628 036), and the duty mobile (0429 075 187).



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Mayor Paul Pisasale farewells Ipswich's famous icon



Mayor Paul Pisasale and Councillors of the City of Ipswich wish to bid the famous F-111s farewell and extend a warm welcome to the F/A-18F Super Hornet, which signals a significant new era for RAAF Base Amberley and the City of Ipswich.

Ipswich is proud the F-111's called our city home for so long and we never tired of watching them fly through our skies. These aircraft have been an integral part of the RAAF Base Amberley and often enjoyed by the residents of the City, in particular the famous "dump and burn" which has featured in events throughout Australia.

Paul
Mayor Paul Pisasale
 City of Ipswich

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Cr Trevor Nardi
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Cr Andrew Antonioli
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Cr Charlie Pisasale
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81WG digging deeper

THE new 81WG deeper level maintenance team will shortly test three months of development and preparation under the wing's Classic Hornet Improvement (CHI) project.

This follows the induction of its first F/A-18 on September 13.

The team completed the aircraft's R3 servicing in nine weeks, three weeks ahead of the planned 12-week schedule, and 10 weeks ahead of the current 19-week average.

Hornet A21-16 was test flown serviceable on its first flight on November 11.

The wing developed the CHI program to decrease the average Time to Make Serviceable (TMS) taken on R3/R4 deeper level maintenance from 19 hours to fewer than 15.

The savings amount to up to \$1.1 million a year.

Led by WOFF Brad Hunt, the team comprises a mix of various 81WG technical and equipment personnel from 3SQN and 77SQN, 2 Operational Conversion Unit and 81WG combined workshops.

CHI program manager SQNLDR Lloyd Sellick said the team had made an excellent start and had achieved much in a short time.

"The real mission now begins with the induction of A21-16," SQNLDR Sellick said.

"The success of the project will be determined over the next 12 months when we achieve a consistently lowered TMS."

The project is one of many CHI projects intended to improve the Classic Hornet fleet serviceability and availability through Air Force Improvement and LEAN methods.

The team's next deeper level servicing was due to start on December 1, followed in February by transition to the mature three aircraft concurrent production capacity.



The real mission now begins with the induction of the A21-16.

— SQNLDR Lloyd Sellick

FAST WORK:

From left, SQNLDR Lloyd Sellick, WOFF Brad Hunt, GPCAPT Gavin Turnbull, WGCDCR Neil Armstrong and some of the Classic Hornet Improvement R3/R4 Project Team (in background) in front of Hornet A21-16 at the Boeing Hangar.

Photo: LACW Katharine Pearson



ALL DONE: Members from the first F/A-18 Hornet R3 service team with the finished jet.

Photo: LAC Craig Barrett



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SOUTHERN REGION HEALTH SERVICES CONFERENCE 2011

AFTER THE BATTLE REPAIR, REHABILITATION AND RETURN TO WORK

WHEN	Saturday 19 March 2011, 0730 to 1630
WHERE	Victoria Barracks, St Kilda Road, Melbourne, Shedden Theater
WHO	Tri-Service Health Personnel of all ranks, Defence Civilian Health Personnel, Civilian Health Personnel
REGISTRATION	FREE - Registrations Close 11 March 2011 Note: Information for pre conference function on Friday 18 March and Formal Dinner on 19 March supplied with registration information.
ENQUIRIES	Captain Peter Rogers Telephone: 0404 870763 Email: peter.rogers@defence.gov.au



Many interesting presentations about experiences and lessons learnt relating to current conflicts and rehabilitation challenges and outcomes.

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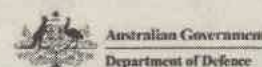
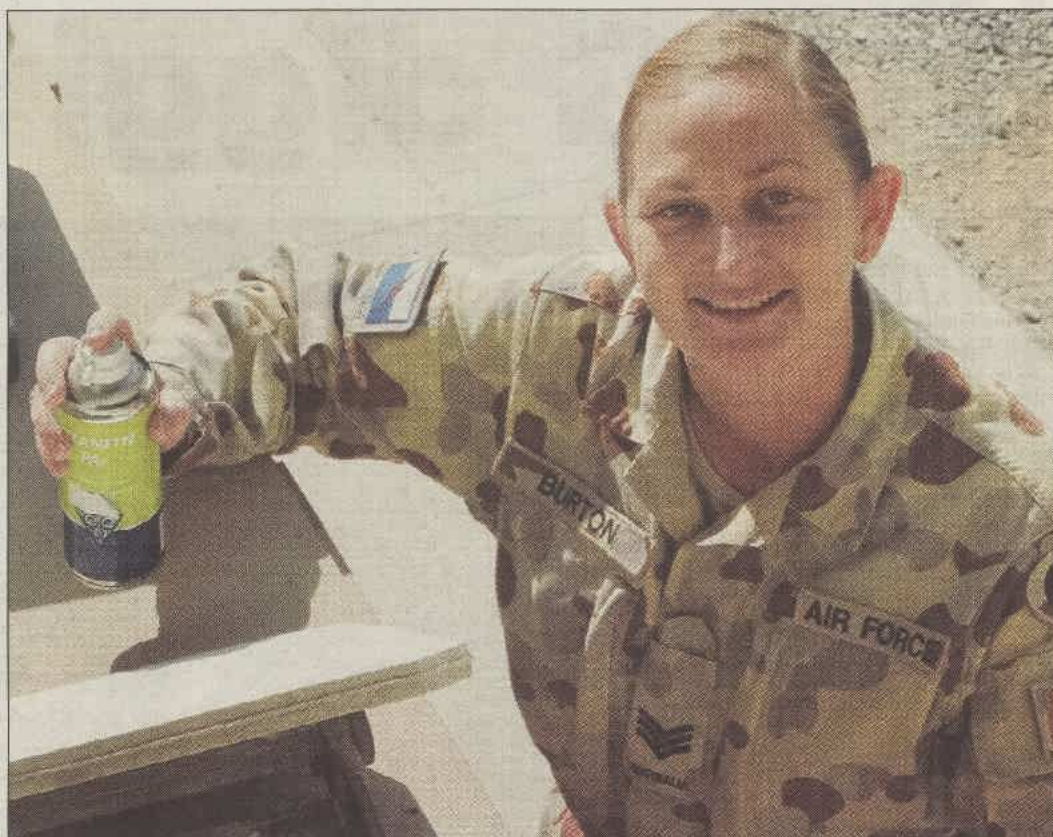
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ONLINE: Above, during his recent deployment on Operation Pakistan Assist II, LAC Chris Bennett sets up a data link back to Australia. Photo: CPL Chris Moore

COOL JOB: Right, communications information systems controller SGT Sue-Ann Burton conducts maintenance at Kandahar Airfield in Afghanistan. Photo: ABIS Jo D'Amore



ADF Transition Seminar Calendar 2011

ADF Transition Seminars have been designed to assist with preparing your transition to civilian employment, by providing information and directing you to additional sources of information. The following topics are addressed during the seminars:

- Your Career and You
- Your Money and You
- Transition Support Benefits
- Transition Support and Administration
- Reserve Service
- Superannuation
- Health Insurance
- Department of Veterans' Affairs
- Veterans and Veterans' Family Counselling Services

To find out more about the ADF Transition Seminars contact your nearest ADF Transition Centre

Month	Date	Location
March	16-17	Canberra
	30-31	Sydney
April	5-6	Adelaide
	19-20	Brisbane
May	10-11	Darwin
	17-18	Townsville
	25-26	Melbourne
June	1-2	Perth
	7-8	Newcastle
	21-22	Bandiana
	28-29	Nowra
July	5-6	Brisbane
	13-14	Sydney
	26-27	Cairns
August	9-10	Hobart
	30-31	Canberra
September	13-14	Adelaide
	27-28	Brisbane
October	11-12	Melbourne
	18-19	Canberra
	25-26	Townsville
November	1-2	Darwin
	23-24	Perth
	29-30	Liverpool



TROPICAL SPEAK: Above, SGT Len Court, a linguist from HQJOC, is pictured in a tropical setting at RMAF Base Butterworth during the recent Exercise Bersama Padu 2010 in Malaysia. Photo: SGT Chris Weissenborn

BERSAMA LIFT: Below, supply operator CPL Tai Ender from 324CSS works with a forklift during the exercise. Photos: CPL David Gibbs





MOUNTED: 37SQN's LAC Christopher Tapiolas, left, and FLGOFF Jerry Appleby in a C-130J at RAAF Base Richmond. Photo: CPL Amanda Campbell

Bros flash their mos

RESEARCH into and awareness of men's physical and mental health issues is about \$25,000 better off thanks to the efforts of at least 179 courageous Air Force males who risked good-natured ribbing and family credulity to grow moustaches during November.

The Air Force men banded together in teams across the organisation under the motivation "to change the face of men's health". However, the RAAF School of Technical Training (which raised \$3177), said: "We stand together as young, bold, mo-growing bros and support men's health."

Prime among the Air Force teams was 10SQN, whose 56 members, under the inspired leadership of CPL David Lawson, raised almost \$5800.

RAAF Base Richmond did well with the Officers' Mess raising \$1246 and the Old Boys \$416.

The Air Lift Systems Program Office team raised \$3000 and Headquarters Air Lift Group \$1180.

Others included 3SQN (\$2768), 34SQN (\$1480), 37SQN (\$1980), 76SQN (\$1060), 462SQN (\$1236), 92WG Capability Support Flight (\$1080) and RAAF Williams (\$520).

Counting continues. Known as Mo Bros and supported by their women, the Mo Sisties, they start November clean-shaven and raise funds through sponsorship among their friends and communities.

For all the teams' final fundraising tallies, visit www.movember.com



MOVELLOUS EFFORT: On the RAAF Base Edinburgh flightline, 10SQN members proudly show off some of the 56 moustaches that raised \$5775. Photo: LACW Shannon McCarthy



TIME AND MOTION: From left, FLGOFFs Rashmin Gunaratne, Shaun Donnelly and Dominic Pace, from the Air Lift Systems Program Office, display their moustaches on the flight line at RAAF Base Richmond. Photo: CPL Amanda Campbell



VIP MO BROS: PLTOFF Liam Klein joins his 34SQN Mo Bros, FLTLT Jani Talikka (left) and SQNLDR Christian Martin, and behind them (from left) PLTOFF Adam Francki, FLTLT Phil McMaster, PLTOFF Steve Doherty and FLTLT Ben Miedecke. Photo: FSGT John Carroll



BIG MOMENT: Sporting his own mo, 37SQN's LAC Anthony Pace carries a 'Herculean' moustache. It was subsequently proudly sported by a C-130J on the Richmond flightline. Photo: CPL Amanda Campbell

RSL – Join Online Now

Whether you are stationed at home or deployed overseas, the RSL provides real support, assistance and advice to all serving men, women and their families in the areas of compensation, welfare and advocacy.

Join the new online RSL Defence Sub Branch and access that support no matter where you are.

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Air Force Connect aims to bring people together

AIR FORCE members on extended periods of leave, Air Force reservists, and former members and their families are still part of the Air Force family and can stay in touch with the service under a new initiative approved by CAF AIRMSIL Mark Binskin recently.

The initiative, which focuses on enhancing the Air Force 'one team' concept, is called Air Force Connect. It is aimed at recognising that part-time and separated members remain valued members of the Air Force family.

Air Force Connect will provide them with a range of opportunities to remain connected and maintain links with the Air Force through local activities and a variety of communications channels.

The recent air show at RAAF Base Williamtown also played host to the inaugural Air Force Connect event. The flying practice day was the backdrop for a relaxed lunch held for Air Force Connect Community members, which was attended by senior Air Force officers.

Air Force Connect team leader SqnLdr Mark Dungey, from the Directorate of Personnel – Air Force, said the event brought about 30 local Air Force Connect members together to meet the officers, reconnect with other members, find out what's been happening in Air Force, and watch the flying displays.

"It provided us the opportunity to bring some of the excitement of the air show to our community members and it was a day of laughs, good cheer and genuine enjoyment," SqnLdr Dungey said.

SOAKING UP THE ATMOSPHERE: Air Force Connect members WOFF Steve and Mrs Sharyn Bone with SRG EXEC WOFF Darcy Henriksen at RAAF Base Williamtown.



Staying in touch

One of the attendees, GPCAPT Peter Hayes, said: "It was nice meeting other like-minded members over lunch, and hearing about recent developments and some of the issues facing Air Force today."

Director General Personnel – Air Force AIRCDRE John Hewitson said Air Force Connect was an essential means of staying in touch with the Air Force community who are away from the workplace.

"Our people have given us much and we're keen to remain in contact and share news about what's happening in the day-to-day life of Air Force," he said. "Through these efforts we hope

It was nice ... hearing about recent developments and some of the issues facing Air Force today.

— GPCAPT Peter Hayes

that our people will continue to feel a sense of belonging to the Air Force 'family', and remain strong advocates for Air Force in the wider community."

Over the coming months, Air Force Connect will remain in touch with a database of eligible members and family across the country. There are also plans to host various events in Melbourne, Sydney, Brisbane and Canberra.

"We're keen to bring the Air Force spirit to the Air Force Connect Community, and through information and events we're hoping to build that bond which is so important within communities," SqnLdr Dungey said.

Reservists, PAF members on extended leave, and former Air Force members may apply to join the Air Force Connect Community by sending an email to airforce.connect@defence.gov.au with their PMKeyS or service numbers.

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Jazz festival (June long weekend)

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Intranet evolution

THE Air Force intranet has an exciting new look.

Air Force history and current events feature prominently in the revamped Air Force intranet homepage.

It contains sections devoted to 'On This Day', (in Air Force history), as well as room for feature articles on current Air Force activities and/or personalities.

There are direct links to current exercises and operations

on both the Defence website, as well as the new Air Force Image Gallery: <http://images.airforce.gov.au>

The new design for the Air Force intranet is based on the new Air Force Style Guide, which will be released early next year.

The main themes of the Style Guide will be: dark clouds (to represent the sky); dark blue (to represent our people); and grey/steel (to represent our assets).

This theme has evolved from our traditional elements but now projects a more contemporary look and feel to Air Force publications and electronic media.

It also fits in well with the Air Force's 90th anniversary theme 'Tradition, Innovation, Evolution'.

The new look has been put together by the Communication and Reputation Management team in Air Force Headquarters, ComWeb developers and CompuCraft over the past year.

Although two of the major contributors, FSGT Ben Wright and Mr De-Leon Coleman, have moved on from Air Force Headquarters, they left their mark on the project.

The new Air Force Intranet Administrator, FSGT Peter Jackson, said he had enjoyed seeing their vision through to completion.

"It has been challenging to turn someone else's design into a dynamic website," FSGT Jackson said.



BOLD NEW LOOK: In its new colour scheme, the revamped Air Force intranet is full of information covering everything from personnel and activities to important historical facts.

CADETS CORNER

Gliding scholarship

NUMBER 315 (City of Canberra) Squadron's (AAFC) LCDT Breanna Shepherd will soon realise her dream of flying.

She has been presented with a gliding scholarship award from Rolls-Royce.

She was presented with a certificate from AVM Roxley McLennan (ret'd), Vice President Defence Aerospace Australasia Rolls-Royce.

"Rolls-Royce Australia is very supportive of youth development and the Australian cadet program. It is very pleased to have sponsored the 315 Squadron Gliding Scholarship," AVM McLennan said.

"Our sponsorship is going a long way to help cadets defray the cost of gaining their wings."



HELPING HAND: AVM Roxley McLennan (Ret'd) presents the certificate to LCDT Breanna Shepherd.

LCDT Shepherd has now started her glider training with 3 Wing AAFC and aims to be awarded her wings next year.

Departure Lounge

Who's leaving after 20+ years' service

Name	Must/Spec	Last day	Years
SONLDR Russell Wise	ELECTR	Nov 15	36
CPL Alan Pepper	ATECH	Nov 29	32
WGCDR Nigel Thompson	ELECTR	Nov 14	29
WOFF Stewart Smallman	SUP3	Nov 15	28
WOFF Dean Flynn	LOADM	Nov 14	26
WOFF Stephen Lewis	ATECH	Nov 14	26
WGCDR Michelle Mulhall	ADMINO	Oct 31	26
WOFF Blake Cameron	ADG	Nov 13	24
WOFF Steven Dell	AEA	Nov 28	23
CPL Robin High	COOK	Nov 14	22
SGT Michelle Murphy	MOV	Nov 3	22
WGCDR Trenton Breeze	PLT	Nov 3	21
SONLDR Glenn Beusnel	LOG	Nov 1	20
-May			
SGT Jason Edwards	ATECH	Oct 31	20
SGT Bradley Stirrup	GSETECH	Nov 1	20

Look what's new

Expressions of Interest

Role: Remuster to SADP
Rank: LACW-WOFF DENTASST
Mustering: SADP
Closing date: January 31, 2011

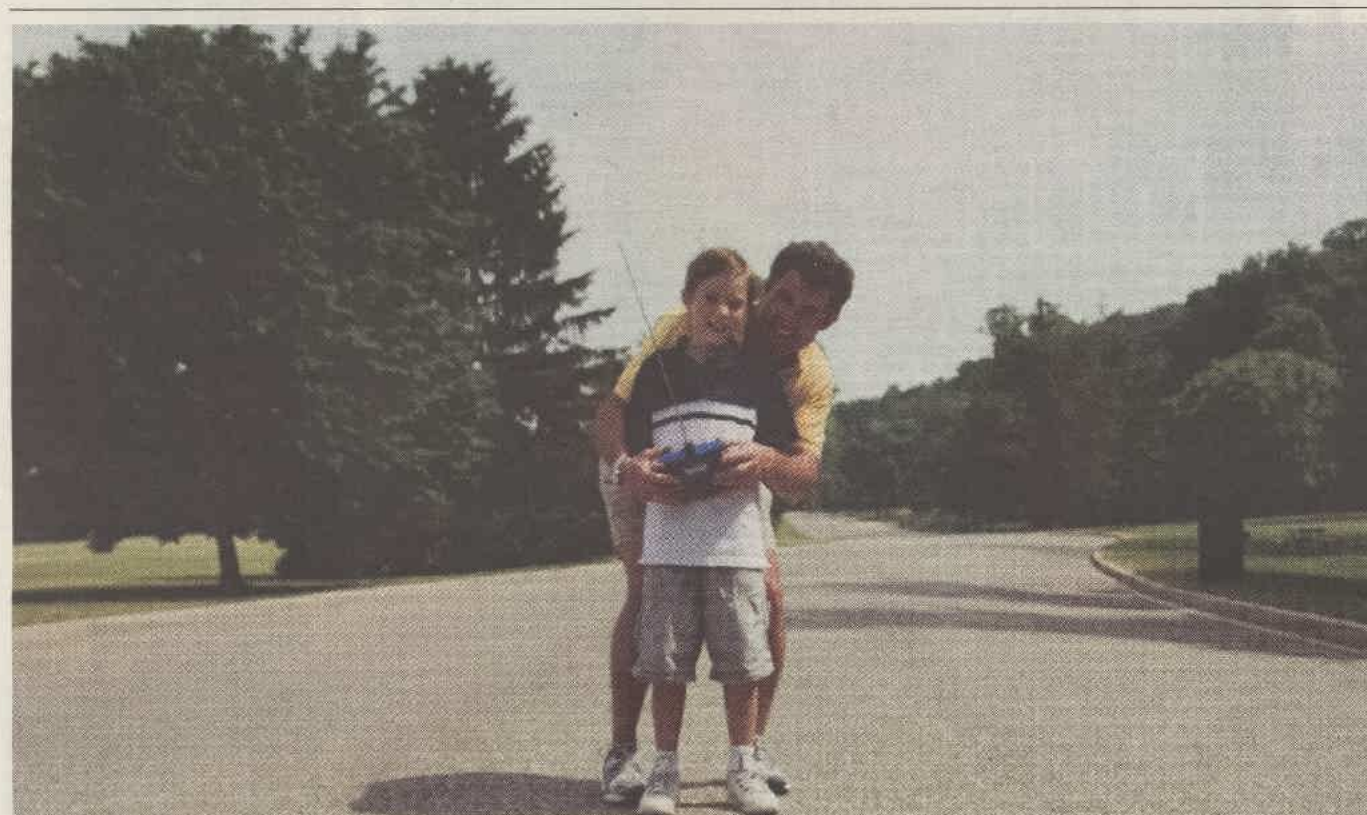
Role: SO Workforce Modelling, Forecasting and Analysis
Rank: WOFF
Mustering: ANYA
Location: Canberra
Closing date: March 4, 2011

For information on how to apply, log on to People Central.

LOOKING to make a career change? Then keep your eye out for the new 'Expressions of Interest' column in the Personnel section of Air Force News.

Career opportunities for officers and airmen will be published as they are provided by DP-AF.

For full details on the EOLs, log onto People Central through the PSS Portal on the DRN.



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DefenceHealth

Sky-high learning

FLTLT Melody Earl

ADELAIDE students have taken to the sky at RAAF Base Edinburgh ... sort of.

As an aid to learning about complex maths, physics, project management and technology, they built unmanned aerial vehicles (UAVs).

The Concept 2 Creation (C2C) Program, developed by the Northern Advanced Manufacturing Industry Group (NAMIG) Inc, involved 18 high schools.

Working with 18 industries in northern Adelaide, the students created their own C2C projects and perfected a series of aerial manoeuvres and released a payload on a target.

The Aerospace Operational Support Group (AOSG) played host at RAAF Base Edinburgh to participating schools for an induction into the Genesis UAV project.

AOSG provided mentors for the students and teachers plus technical advice during the work-up phase. Engineers and technicians visited the schools to provide assistance and deliver leadership workshops, in addition to aircrew sharing tips of the trade.

Commander AOSG GPCAPT Reg Carruthers was full of praise.

"Seeing the work that the children put into this program is amazing," he said.

"Watching the kids during the trials and seeing the end result is a real reward for my team. They invest so much of their own time into the program, it is a real passion."

At the end of the 20-week project, on November 10, the students publicly presented their prototypes at a C2C expo in Adelaide, where the winners were announced.



HIGH PRAISE: WGCOR Malcolm Tutty with competing members of the UAV challenge from the Northern Advanced Manufacturing Group.

Photo: LAC David Cotton



LOOK AT THIS: Flight test engineer FLTLT Dave Blow, one of the members of the judging panel for the UAV challenge, with a student from Riverton and Districts High School.

Photo: LAC David Cotton



HAPPY WINNER: GPCAPT Reg Carruthers presents an award to Jeff Zuze, representative of Valley View High School, the winning team of the UAV segment of the NAMIG Expo.

Photo: LACW Shannon McCarthy

Simulated rescue thrills all

FLTLT Melody Earl

MEMBERS of the Air Force, Navy and Army dazzled the community of Ardrossan recently during the Institute of Aviation Medicine's (AVMED) annual sea survival training course.

The training involved medical officers from various armed forces undergoing arduous tasks under controlled conditions. Aircraft Research and Development Unit's (ARDU's) Black Hawk helicopter simulated the rescue of people by winching the multi-national medical officers from the sea in cold and windy conditions.

RAAF Base Edinburgh uniformed personnel and South Australian Water Police assisted in supervising the training area and ensuring public safety.

The Black Hawk involved in the rescue rehearsals landed periodically in the parkland near the end of the jetty delivering the 'rescued' medical officers. It flew straight over about 100 onlookers spread along the jetty and the hill.

Ardrossan Area School students were invited to watch as AVMED practised the sea survival and rescue, encouraging the students in their



SPECTACLE: Medical officers wait to be airlifted to safety as part of the Sea Survival and Rescue Phase off Ardrossan, South Australia. Photo: LACW Shannon McCarthy

pursuits of studying aviation, ADF and sea rescues.

Once the training was completed and the Black Hawk made its final delivery of the medical officers to the parklands, it shut down and MAJ Patrick Bridge opened the doors of both the cockpit and carriage and welcomed the children and many community spectators in to explore.

CAPT Tony Norton and WOFF

Dave Burton assisted MAJ Bridge during the task and on the ground.

Ardrossan Area School Year 1 teacher Kellie Eglinton said the students thoroughly enjoyed the training exercise and meeting defence force personnel.

"Last year students watched the helicopter fly overhead and were very keen to know what was happening," she said.

AIR FORCE BAND

December 9: The Ceremonial Band will support the 2FTS Advanced Pilots' Course graduation parade at RAAF Base Pearce from 11am.

December 10: The Ceremonial Band will support the OTS graduation parade at RAAF Base East Sale from 11.30am.

December 10: The Ceremonial Band will support the SAW graduation parade at RAAF Base East Sale from 2pm.

December 19: The band will perform as part of the annual Kingston Carols by the bay at Peter Scullin Reserve, Mordialloc from 8.15pm.

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Kiwis cooperate with C-130 training

ROUTINE training across Australia and New Zealand will continue to deliver fresh pilots and loadmasters for the C-130 fleet.

A pair of C-130Js recently conducted a training deployment with 285SQN that took them to Tasmania, Queensland and New Zealand.

Crews were exposed to operating the Hercules internationally, gaining experience in dealing with customs and immigration requirements, planning international air routes, and working with new airspace procedures.

New Zealand also presents unique training opportunities with its different operating environment, as well as a chance to operate with the Royal New Zealand Defence Force.



LISTEN UP: 285SQN's WOFF Gary Suthers, centre, listens to 40SQN RNZAF's FSGT Pauline Carson at Whenuapai. Two C-130J deployed there for training.
Photo: AC Beattie, RNZAF

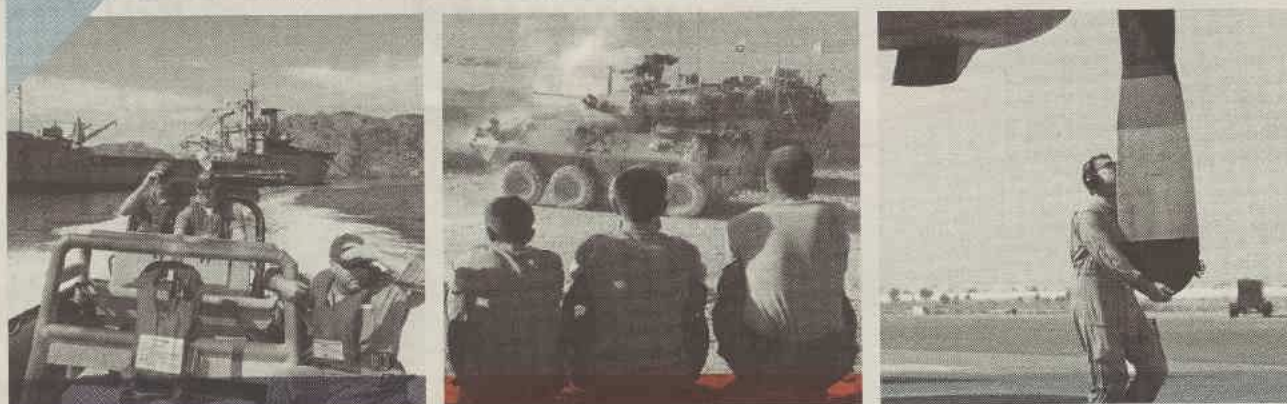


IN CONTROL: A 4SQN CCT is shrouded in yellow marker smoke while conducting Drop Zone Identification training at the Salt Ash Weapons Range.
Photo: LAC Craig Barrett

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4SQN in combat control

CCTs learn from USAF

WHILE Air Force personnel on the east coast of Australia arrive for work at 7.30am, at midnight on the other side of the world a small team of Combat Controllers (CCTs) from 4SQN finalise preparations to start their work day.

They are about to conduct a night-time parachute insertion into the sea off the coast of another country. They will then go ashore and conduct reconnaissance to identify suitable airfields, drop zones and helicopter landing zones through which follow-on forces can enter the area of operations.

Having conducted a tactical survey, the team will establish communications and bring in the first wave of follow-on forces.

The scenarios could be varied; a devastating earthquake, an evacuation of Australian citizens or a major combat operation requiring a remote airfield to be established from which a force element can stage operations.

All require the skills of the CCT.

The ability to conduct this type of tactical reconnaissance operation is a new addition to 4SQN's combat control capability and is due largely to a recent visit to the squadron from a US Air Force Special Operations Command (AFSOC) training team from Pope Air Force Base in North Carolina.

The team travelled to RAAF Base Williamtown to deliver its Airfield and Assault Zone Survey Course.

Technical Sergeant Brian Vander Werf, the AFSOC instructor, said the course was designed to train combat controllers in techniques to determine the weight-bearing properties of semi-paved and paved surfaces.

"They use a variety of surveying equipment and make recommendations on the type of aircraft and number of movements a landing zone will support," SGT Vander Werf said.

"These guys can go out into a hostile environment, gather the required information and then get the landing zone operational."

Raised in 2007 under the Special Tactics Project and now part of 4SQN at Williamtown, this small group of officers and airmen have deployed continuously since 2008.

CO 4SQN WGCdr Dave Paddison said that since the initial 2008 deployment, the Air Force has had combat controllers embedded with the Special Operations Task Group in Afghanistan.

"While the main role of the CCT personnel in SOTG is the co-ordination of offensive air support, 4SQN has been directed to expand its skill sets into other areas, enabling the projection of air power across a range of tasks," he said.

On completion of the course, Commander Air Combat Group AIRCDRE Mel Hupfeld said he was pleased with its training outcomes.

"These skills are critical for our combat control personnel to fully integrate air support with land manoeuvre," he said.

"Our combat controllers have been doing great work in the air-land integration arena for a number of years and this course will only serve to enhance their capability."

"SUFFER THE CHILDREN": Chaplain SQNLDR Craig Collas meets children in a village near Lospalos in East Timor's eastern region during an Operation Astute activity. Since the earliest days of Air Force chaplaincy, chaplains have deployed to all operations and combat zones in which ADF personnel have served. Many have been killed and wounded in the process.
Photo: LAC Leigh Cameron



Spiritual healing

Andrew Stackpool

CHAPLAINCY is defined as: "The business of the spiritual health of service personnel and their dependants, of their spiritual well-being".

That has been the driver of the branch since it first stood up 70 years ago in 1940.

Before the branch's formation, the spiritual welfare of personnel was very much a hit and miss affair. While the need was recognised from the earliest days of the Australian Flying Corps, it was left to individual squadrons to organise such matters.

In 1912, ISQN arranged for a theological student named Robert Howie to conduct services, while other squadrons arranged for local ministers, lay leaders or theological students to conduct services on an ad hoc basis.

It wasn't until January 1926 that 3SQN asked RAAF HQ in Melbourne if a local minister, the Reverend J Boardman, could undertake chaplaincy duties with the squadron. He was accepted and, by being paid a small sti-

pend, became the RAAF's first chaplain (as a civilian).

Later that year, the Catholic Church nominated Fathers Walter Walsh and Richard Darby while the Anglican Church nominated Frederick Hughes and Oswald Dent. They became Air Force's first uniformed, commissioned chaplains. They were attached to the Citizens' Air Force (CAF).

In May 1937, the first PAF chaplain, CHAP George McWilliams, was appointed. He remained the sole PAF chaplain until the start of WWII; 23 chaplains served in the CAF.

Another six PAF chaplains were recruited at the start of the war and by the time the Chaplains Branch was finally created in August 1940 this had increased to 11; then, by the end of 1940, to 30 PAF and 43 CAF.

After the war, chaplains were part of the draw-down of the service and by 1946, only eight full-time and 18 reservists remained.

With the outbreak of the Korean War, another 17 chaplains joined and many posted to Korea but with differences in the way they operated. They were more

ecumenical; they ministered to servicemen from all participating nations and of other faiths. They also took a lead in assisting with the hundreds of orphanages that sprang up.

By the end of the war, 19 chaplains had served there.

Between 1965 and 1971, 15 PAF chaplains served with the RAAF during the Vietnam War. They found themselves with the same range of issues that had challenged their predecessors in Korea, including assistance with orphanages and the 'winning hearts and minds' (of local communities) programs.

They also often found that services were conducted when time and local conditions permitted, often to suit a squadron flying program.

The 'peacetime' years after Vietnam gave the branch space to build into the professional arm of the service it is today.

Air Force chaplains first deployed to Timor in 1999 and now rotate there with Navy and Army. They are also deployed to the Solomon Islands.

Chaplains first deployed to

the MEAO in 2003 and continue there, again on a rotational basis, while others have deployed to major disasters such as Operations Sumatra and Bali Assist.

Like their brothers and sisters of the Air Force, chaplains have given their 'last full measure of devotion'. Of 12 chaplains deployed to the UK in WWII, three were killed there.

Then, in October 2008, the service of one chaplain was commemorated in a special ADF way when personnel in the MEAO opened the 'Gary Doecke Bistro' after former Air Force chaplain Gary Doecke who suffered a fatal heart attack there in 2005.

Called to God's service

Chaplains enter the Air Force as ordained ministers of religion. New chaplains undertake the initial officers' course. After graduation they attend the ADF chaplains' initial course at the Defence Force Chaplains' College (DFCC). Chaplains then attend higher-level courses at the DFCC at later stages in their careers.

Christmas Message

Another busy but rewarding year, says CHAP Earl

"LIFE is tough," said the corporal, "why has this happened to her?"

The sickness of a child, the disappointment over promotion, the failed relationship, the huge success, along with many other particular circumstances have made up 2010. It has been a very busy year.

Christmas brings these varied events to a reflective moment where we make interim assessments as to what the year means. Deployments, exercises, courses, conferences, assessments, day-to-day routines of work and family make up our lives, together and apart.

Life can be tough, but the end of the year and Christmas brings with it a poignancy that concentrates our thinking about the events that we have experienced in 2010.

It is often in looking back that we get perspective on what it all means. At Christmas we look back to the events of 2000 years ago; to the singular birth of Jesus Christ.

Looking back, the promise is that in His birth we are promised that God is with us in the tough and good times, in any of the years we live. This understanding is called Joy, thus "Joy to the World" that we sing in Christmas carols. This is not happiness, - joy incorporates suffering and hope as one, and for that simple reality we are always grateful.

Giving gifts to others is one expression of how grateful we are for life itself.

A joyful Christmas to all.



CHAP Murray Earl, Principal Air Chaplain



GOOD SHEPHERDS: Above, Air Force chaplains gather at Point Cook.

Below, Chaplains SQNLDR Patrick Woods (left) and SQNLDR Michael Donaldson at the CRC at Kandahar Airfield. Photo: LAC Aaron Curran



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Authorised by the Australian Government, Capital Hill, Canberra.

Sacrifice recalled

Andrew Stackpool

"IF I SHOULD die, think only this of me; that there is some corner of a foreign field that is forever England."

Poet Rupert Brooke's evocative poem was about WWI but its message is as relevant today as it was then. Equally, it is relevant to the thousands of Allied airmen lost or buried across Europe as testimony to the bitter savagery that marked the air war over Europe during WWII; English, Australians, Norwegians, Americans, Poles, Czechs, French.

The list goes on. While the 'corner' may be English, Australian or whatever, despite the passage of time, the airmen are often remembered by locals who wish to acknowledge their courage, service and sacrifice in the pursuit of freedom.

Typical were the actions of the French rural community of Languidic when they gathered on October 23 to honour the crew of a 460SQN RAAF Wellington who died nearby.

At 10.50pm on June 21, 1942, Wellington Z1383 (side identity UV-D), took off from its base at Brighton and headed for the waters off Lorient, Brittany in France on a Gardening mission; mining the waters.

It was a vital mission. At Lorient the German Kriegsmarine was constructing a massive set of submarine pens which held the 30 boats and crews of the 2nd and 10th U-Boat Flotillas which would sortie to attack the Atlantic convoys.

Theoretically, the mission was a piece of cake.

All the crew had to do was to survive the take-off, the flak and night fighters on the way in and the way out and the landing, and be home for breakfast.

For Z183, however, her luck ran out.

Some time after midnight on the 22nd, she was shot down near the target by a German nightfighter, possibly a Me-110 flown by FSGT Wilhelm Ber from NGJ2.

All five crewmembers, four Australians and an Englishman, died.

The crew of Wellington Z1383 were FSGT Robert John Buckingham, SGT Frederick Roy Martin, SGT W S MacQueen, SGT Raymond George Marafu Roget and SGT J Moores (RAF).

They are buried in the Commonwealth War Graves section of the Kerentech community cemetery in Lorient.



LEST WE FORGET: On October 23, GPCAPT Mark Green, watched by two French officers, laid a wreath at the memorial at Languidic to Wellington Z183's crew. Photo: courtesy GPCAPT Green

A plaque bearing their names was unveiled during the ceremony on October 23, which was attended by the Australian Defence Attaché Paris, GPCAPT Mark Green, the mayor of Languidic, and about 100 locals.

The attendees heard an account delivered by Mr Jean Perron who, as a 14-year-old boy, witnessed the crash.

He still lives in the farmhouse from which he saw the incident 68 years ago.

Addressing the gathering,

GPCAPT Green spoke of the wartime history of 460SQN, the squadron having flown the most sorties and dropped the most tonnage of bombs of those RAAF squadrons in Bomber Command.

He also thanked the community for its touching remembrance of those fallen, so long ago and far from home.

"It is gratifying to know that the memory of those who gave their lives so far from home is still alive in those far-off communities," he said.

A similar service held later the same day unveiled a memorial to the crew of an American B-17 that was shot down in April 1943.

The Lorient submarine pens was the largest U-boat base ever constructed by Germany. It continued in active service as a submarine base for the French Navy after the war, until its eventual decommissioning in 1997. More detail on the base can be found at: <http://www.uboat-bases.com/en/Lorient/welcome.html>

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Which universities are involved?

Currently we have 29 universities that offer pathways with agreed levels of "advanced standing" toward a number of their awards for defined Defence education and training. 24 of these universities focus on pathways for undergraduate studies *, (11 on line at time of printing **) with the all 29 offering Post Graduate pathways.

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- Charles Sturt University **
- CQ University *
- Deakin University *
- Edith Cowan University
- Griffith University *
- La Trobe University *
- Macquarie University
- Monash University (Faculty of Business and Economics) *
- Murdoch University *
- Open Universities Australia *
- RMIT University *
- Southern Cross University *
- Swinburne University of Technology **
- The University of Queensland *
- University of Adelaide **
- University of Canberra *
- University of Newcastle **
- University of New England *
- University of NSW@ADFA **
- University of South Australia **
- University of Southern Queensland **
- University of the Sunshine Coast
- University of Tasmania *
- (inc Australian Maritime College)
- University of Western Sydney *
- University of Wollongong **
- Victoria University **

Make sure you check out the website for new additions to the list of universities involved in the ADFHEAS Scheme and the qualifications with advanced standing available!

<http://www.defence.gov.au/adfheas/>

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Here's to your health

How are you going to enjoy yourself during the summer holidays while maintaining a healthy lifestyle? **LT Rob Orr** says moderation is key.

HERE it is, the dreaded article that comes out just before stand-down and Christmas.

The article that tells you to eat healthy and keep exercising. The article that tells you not to drink alcohol or sit and watch mindless television or play video games.

Running through your mind are the thoughts, "I've worked hard this year. All I want, nay *deserve*, is a break".

So, in short, you want to drink alcohol (responsibly), eat a bucket (or two) of deep fried chicken wings or a triple chocolate fudge cake with cream and ice cream, and play some multiplayer online role-playing game while watching re-runs of *24* or *Desperate Housewives*.

Well, contrary to popular belief, you can do all this and still stay healthy. How? **Moderation.**



TAKE IT EASY: Enjoy the sunshine this summer with an early morning surf.

Photo: LAC Craig Barrett

In order to optimise your stand-down period, here are some tips to allow you to have both what you want and what you need.

Dish it up

When filling your plate with food at family gatherings, office parties or functions, start with the vegetables first, then add the rest.

The same applies for eating your food. Start with the vegetables and

then relax into the typically more desired foods.

Wait for it

After your first plate of food, wait 20 minutes before going back for seconds. You may find that you are full.

Drink, drink, drink

Between every glass of alcohol have a glass of water (yes, you must still drink responsibly) and remember

drinking alcohol and driving is never an option.

Think small

When eating dessert, go for the smallest portion or even cut your portion in half. Again wait 20 minutes before going back for another piece.

Up and out

First thing in the morning get up and go out. Walk, run, ride. By being

active in the morning you will get your exercise done before you down half a turkey or spend hours gaming.

First in

Go for a healthy breakfast because you can never tell what the rest of the day may hold.

Cereals and grains and lots of fruit are the way to go. This will give you energy for your fun-filled day and help you recover from the night before.

Game on

While online gaming is fun, spending time with mates, children and dogs is even more fun.

You don't believe me? Watch a *Funniest Home Videos* show. How many people are shown sitting playing computer games? Get out and play but keep it legal.

Rest

Good rest is part of health. Good rest means not only getting a solid eight or so hours of sleep a night, it means mentally and physically unwinding.

Read a book (no flashing stimuli) or magazine, take a hot bath or spa, get a massage or sit on the back deck with the dog, cat, mates, children, spouse (not in that order of course) and watch the sun go down.

Have a fantastic and safe stand-down and relax if you can – you've earned it.

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Our big year in

It has been a stellar year for Air Force sportspeople. Here are some of the highlights and lowlights from this year's Air Force News issues.

February 4

► After an 18-year career in the Air Force, former WGCDCR Matt Hall continued dazzling crowds around the world in the Red Bull Air Race world championship. He finished third in his debut year.

► FLTLT Donna Wishart spent the first 10 days of the year taking part in the George Bass Surfboat Marathon on the NSW south coast. Rowing for the women's Avalon Beach Surf Life Saving Club, she covered 190km.

February 18

► FLTLT Shane Taylor, president of the Australian Defence Cycling Club and one of the qualifiers, throws down the challenge to ADF riders ahead of the world solo 24-hour mountain-bike championships in Canberra in October.

March 4

► FLTLT Brad Sheldon selected in the Australian team for the world lacrosse championship in England in July.



TRIPLE CHAMP: Dominant surfer SGT Murray Stabler.
Photo: LAC Craig Barrett



DUAL GOLDS: Thrower CPL Jacques Pretorius at the athletics titles.
Photo: TPR Michael Franchi

OUR ROCKS FIRST: CPL Sarah Booth attacks the rock garden on the Mt Stromlo downhill track.
Photo: LSIS Paul McCallum



Rocky Mountain High here I come

MOUNTAIN-BIKER CPL Sarah Booth plans to travel to Europe and Canada next year with a view to boosting her world elite women's ranking.

Last year her ranking was No 32. That was based solely on performances in Australia, including the World Cup which was held in Stromlo Forest Park in Canberra in which she finished 21st in the downhill race.

"I haven't got a clue what the ranking is now but I'll be aiming to get it into the 20s," she said.

CPL Booth, of RAAF Base Williamstown, was one of the star performers at the ADF MTB championships in Canberra early last

month. She won the women's four-cross title (finishing fourth overall) and the downhill women's titles.

She was upbeat about the races.

"I had good runs. I got a flat in my final run but you get that in racing."

Her next goal is competing at the Australian MTB Series leg in Hobart next month.

Her focus next year will shift to Europe, where she hopes to take in some events, and will culminate at Whistler in Canada in July for the nine-day Crankworx MTB festival.

Victoria. By winning the Melbourne Marathon the previous October, she had qualified for the Commonwealth Games team but was expected to maintain a level of fitness.

Air Force made a clean sweep of the men's and women's titles at the ADF long-course triathlon titles at Huskisson. SGT Craig Ewen-Crawford won the men's title and reservist ACW Grace MacPherson the women's title.

April 1

► The RAAF 2 team beat an HMAS Cerberus team in the final of the Kapooka 12s Australian football on March 13. The team included four men who had just been inducted in the Air Force Football Club's lend list – coach SGT Sean McGrath, SONLDR Shane Callies, LAC Aaron Clayden and FLTLT Justin Taylor. FLTLT Taylor had actually retired but happened to have his boots in his car boot.

► OFFCDTs Amy Brewster, Kirstie Prothero, Amanda Varley and Kathryn Koslowicz were in the ADFA netball team which won the Kapooka 7s.

April 15

► FLTLT Terry Withers, 45, wins Defence ironman triathlon title at Port Macquarie. He had to swim 3.8km, ride 180km and run 42.2km in a race that got plenty of media attention because of the participation of Opposition Leader Tony Abbott among more than 1500 entrants.

► CPL Matt Monaghan, with not out scores of 66 and 70 and a second-innings four wickets for 20 runs off 11 overs, leads RAAF Base Richmond in the Hawkesbury District Cricket Association second-grade grand final on March 28.

April 29

► CPL Debbie Gryllis named the

women's Most Valuable Player at the ADF Services Australian Football Association championship in Melbourne in April.

► OFFCDTs Emma Polkinghorne (now FLGOFF) and Carrie Fettes named in the Australian country water polo team to tour Hawaii in August, following fine performances with the Australian Defence Vipers at the Australian Country Championships in Albury.

► Former WGCDCR Matt Hall scores a career-best second place in front of 140,000 spectators at the Red Bull Air Race in Perth on April 18.

► FLTLT Shane Taylor was the best-performed ADF rider in the Australian Solo 24-hour Mountain-bike Championships in Canberra.

May 13

► Three years after he was left on the roadside by a hit-and-run driver in Townsville, FSGT Tony Benfer wins two silver medals in adaptive events at the Edward Trickett Rowing Regatta in Sydney in April – ahead of being asked to join the ADF Paralympic Sports Program and Association.

► For the eighth year in a row, Air Force claimed the men's title at the annual NSW inter-service hockey competition in Sydney from April 21 to 23.

May 27

► CPL Cassie Fien scores an emphatic win in the Sydney half-marathon on May 16.

► FLTLT Shane Taylor finishes second and CPL Michael Crummy third in the Defence eight-hour mountain-bike championships at Nowra on the NSW coast on May 16.

► AC Nate Ball coaches the ADF women's hockey team that drew a three-game series against a powerful Royal Air Force team in Sydney and Wollongong in April. The Air Force women in the team were FLTLT Kate Aitken, FLTLT Zalie Munro-Rustean and LAGW Tara Woodward. The men's ADF team – which included FLTLT Ollie Bailey, FLGOFF Shaun Buckett, LAG Thomas Miller, FLTLT James Norman, FLTLT Peter Nugent, FLTLT Mark Ross and LAC Warwick Smith – beat the RAF in a three-game clean sweep.



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sport revisited

June 10

► Prop LAC Brian White, known to his teammates as the Polar Bear, named the best player at the tri-service rugby carnival in Canberra in May.

► FLGOFF Lisa Flint named in the Commonwealth Games team bound for India.

► Reservist FLGOFF Ed Betar sets his sights on *Racing The Planet's* 2012 race in the Gobi Desert in China after competing in the seven-day 250km Australian leg in the Kimberleys in late April, raising more than \$5000 for SANE Australia.

June 24

► Four Air Force players – LACW Brimley Smyth, FLGOFF Margie Quinn, FLGOFF Gabrielle Cook and SQNLDR Mina Roberts – are part of the Australian Services Rugby team that finished second in division two of the Australian women's championship in Canberra in early June. After the tri-service carnival in May – at which Air Force had to join forces with Navy to field a team – CAF AIRMSHL Mark Binskin announces that Air Force aims to field its own women's team at next year's carnival.

► For the third year running, SGT Murray Stabler wins the longboard surfing title at the NSW titles at Port Stephens in late May.

► FLGOFF Lisa Flint second in the Christchurch half-marathon in New Zealand.

► Former WGCDCR Matt Hall is praised for his flying when he regained control of his MXS-R aircraft after skimming the Detroit River in Canada in a Red Bull race.

July 8

► Cancer survivor FLGOFF (now FLTLT) Linda Piggins runs the gauntlet of wildlife in a half-marathon through a South African game park in June. She had so much fun, she wants to do it again.

► CPL Dean Cook overcomes a stomach complaint to win the Australian 100km ultra-marathon title on the Gold Coast on June 13.

► Air Force players dominate at the Australian Tenpin Bowling Association Masters titles in Adelaide in June. With a last-ball strike, CPL Dave Hogan beat SGT Dave Cole in the final. Air Force also won the services team challenge and 11 Air Force players were named in a representative team.

► SQNLDR Fleur James wins the

Hall's well that ends well



MORE TO COME: Matt Hall with his aerobatic aircraft at the 2010 Williamstown Air Show. Photo: LAC Aaron Curran

AUSTRALIANS will see plenty of aerobatics pilot Matt Hall next year.

Not that they could complain about this year's fare.

Former WGCDCR Hall finished second in the Perth leg of the Red Bull Air Race in front of 140,000 people in April and he also appeared at the Williamstown Air Show in September and at the Sandown round of the V8 Supercars last month.

But the Red Bull series will go into at least a year's hiatus next year, leaving him with more time on his hands.

"Matt will be flying at many air shows, including Avalon, Ingham and Bundaberg," a spokesman for his team said. "We also aim to be visible at

several other high-profile motor sport and action sport events."

This year brought a mixed bag of results for Hall.

Aside from Perth, he finished fourth in Rio, Brazil, in May and third in Lausitz, Germany, in August.

But there were low points.

In early June his MXS-R aircraft skimmed the surface of the Detroit River in Canada during qualifying for the Windsor race.

He was lauded for his brilliant flying, averting a crash, but the aircraft was damaged and he was sanctioned and not allowed to compete at the next leg of the series in New York.

Hall, a former F/A-18 pilot at RAAF Base Williamtown, was in the Air Force for 18 years.

ninth year in a row. SGT Madonna Doyle wins the women's open for the fifth time.

September 16

► FLTLTs Tina Willmetts and Jane Keddie jointly win the ADF's women's sprint biathlon crown at Mt Hotham in Victoria in August.

► Snowboarder FLTLT Amanda Gosling wins the giant slalom at the Australian Defence Alpine Sports Association Championships at Mt Hotham from August 2 to 6. She also combines with FLTLT Rachael Webb and ACW (now LACW) Katrina Black to win the women's snowboard teams competition.

September 30

► GPCAPT Phil Tammen and SQNLDRs Hilton Hunter, Roger Kropman and Rob Saunders, from Logistics Branch, walk 100km in the Sydney Oxfam Trailwalker from August 27 to 29. Calling themselves Log Jam, they raise more than \$3000 for Oxfam charities.

October 14

► SGT Tim Muelberg, a mainstay of the South Australian basketball team, is asked to join the South Australian netball team for the ADF titles in Sydney in September and does so well in the goal shooter's bib, he is named in the ADF All Stars team along with 10 other Air Force players.

► FLTLT Damon Stefani wins the ADF road cycling title in South Australia in September. CPL Fiona Parslow wins the women's title.

► CPL Rob Fitzgerald's final bowl clinched the ADF title for Air Force at the ADF lawn bowls championships in Brisbane in September. AC (now LAC) Robert Hunt was named player of the series.

October 28

► In the absence of FLTLT Shane Taylor who was injured, CPL Michael Crummy was the leading ADF rider in the world 24-hour solo mountain-bike titles in Canberra on October 9 and 10. Just days before leaving for a posting to the MEAO, he finishes 20th overall in a field of 411 and is fourth in the 30-34 years division.

► AC John Andreou scores the winning touchdown for Sydney Metro to win the men's open final at the ADF touch championships at Gallipoli Barracks, Enoggera from September 29 to October 1.

► FLGOFF Lisa Flint vows to fight on after exhaustion forces her to pull out at the 32km mark of the

women's marathon at the Commonwealth Games in New Delhi on October 14. "I won't give up," she says.

November 11

► No 9 batsman FLGOFF Jimmy Lee and No 10 LAC Aaron Goodwin put on a 46-run stand against Army in Canberra on November 3 to guide Air Force to a remarkable victory in the ADF cricket championship.

► SQNLDR Kay Wiseman finishes perhaps her best bodybuilding season to date with third place in the Masters at the International Federation of Bodybuilding titles in Sydney on October 23.

► CPL Cassie Fien competes in the world half-marathon championship in Nanning, China, on October 16. She is disappointed with her 42nd place which was way outside of her personal best.

► FLGOFF Andre Holmes, CPL Richard Falkenmire, LAC Chris Tuttle, LAC Bodine Luscott and LAC Chris Rafter represent Air Force in the ADF combined team at the Pacific Nations Military Cup in Canberra in October.

November 25

► CPL Dean Cook is the leading Australian in the world 100km ultra marathon titles in Gibraltar on November 7.

► Air Force riders dominate the ADF mountain-bike championships in Canberra – including LAC Alex Wruck who won the downhill title despite having a broken toe.

► CPL Kirsten Nicolle's disappointment of pulling out mid-race with illness after eight hours racing in the 111km Hawkesbury Canoe Classic in late October is tempered by her fundraising efforts. She raises \$4136 for the Arrow Bone Marrow Transplant Foundation.

► CPL Peter Booth named King of the Beach after the beach volleyball section of the ADF volleyball championship at RAAF Base Amberley in late October and then figures in the winning South Queensland team that won the men's indoor title. He is one of 16 Air Force men and women named in the national Defence team that will play in the Arafura Games in Darwin in May.

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End of the long road

John Martin

AFTER the blood and the sweat came the cheers. Having battled his body and mind to finish the world title 100km race in Gibraltar last month, CPL Dean Cook has retired.

He toasted the end of his career with his fiancé Shannon at a Barcelona restaurant on the way home.

"I'm going to have a rest for at least 12 months, and then I'll see what other challenges there are," CPL Cook said. "Certainly, I've run my last 100km race, though."

It has been a sparkling ultra-marathon career for CPL Cook, 36, who is a PT1 at Russell in Canberra.

On the Gold Coast in June this year he won the Australian 100km title for the first time. Gibraltar was his fourth world championships in four years, following on the heels of Holland, Italy and Belgium.

He was the leading Australian finisher at Gibraltar – but said he could easily have not finished at all.

The day before, he and Shannon took a cable-car ride to the top of the Gibraltar Rock – and ended up walking 2km to the bottom, which is hardly great training the day before such a big race.

The shoes he wore for the race were only about 50km old – something he came to regret as his feet pounded the streets on a course that circled the streets of the compact Gibraltar 19 times. "I wore away the insoles of my socks and bled out on to the outsides of the shoes."

Worse, when he looked down at his watch to work out a split time, his right foot fell into a pot-hole which made a previous groin injury flare up. Because he tried to compensate for the groin injury, it impacted on his right hamstring.

He had to stop running several times to relieve hamstring cramping with stretching or massage and to take nutritional supplements.

"I was considering a DNF [Did Not Finish]. As it was my last race, a DNF would have probably haunted me."

When he caught sight on the big red finish line near the end, it gave him a new sense of urgency.

"Once I turned the corner I stepped up the pace to be confident that I had finished as the first Aussie."

He finished 45th overall, 54 seconds ahead of his nearest Australian teammate.

THAT'S A RAP: CPL Dean Cook crosses the 100km line for the last time.

Photo: Shannon Savage

WORLD IS OUR ATHLETES' OYSTER



NO ONE could accuse Air Force's elite athletes of not going the distance this year.

They have just about gone to the ends of the earth to follow their sporting dreams.

CPL Dean Cook went to **Gibraltar**, the place where Beatle John Lennon married Yoko Ono in 1969.

The lyrics on the *Ballad of John and Yoko* says *You can get married in Gibraltar near Spain*. We can be more geographically precise than that, though. Gibraltar is a British territory on the southern end of the Iberian Peninsula at the entrance of the Mediterranean.

SGT Tracey Mosley's swansong was at the world softball championships in **Venezuela, South America**, in July after 286 games for Australia that took her to many parts of the world, including the Athens Olympics in 2004 where she won a silver medal, and the Beijing Olympics in 2008 where she won bronze. We'll still get to see her play for Air Force, the ADF and in domestic softball but she has bowed out of the international arena.

FLGOFF Lisa Flint contested the women's marathon in the Commonwealth Games in **New Delhi, India**, in October. She withdrew exhausted at the 32km mark, but vowed to rebound from her first big international event.

CPL Cassie Fien went to **Nanning, China**, in October to run in the world half-marathon titles. She also fell below her personal expectations or match her performance at the 2009 world half-marathon titles in England but only a fool would write her and FLGOFF Lisa Flint off.

CPL Michael Crummy had the least distance to travel among Air Force's elite athletes this year. The world 24-hour solo mountain-bike championship was held in **Canberra** (nowhere near Spain) and the world's best riders had to beat a path to his door.

He finished 20th in a field of 411 – beating home a number of ADF riders who had also qualified for the event. But in case you thought he got off easy in the travel department, consider this.

Just days after completing the 24-hour race, he travelled to the MEAO for a four-month rotation.

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Thunderbirds are gooooooooooooo

THE new fleet of Super Hornets probably have nothing to worry about. And even if they did, someone could seek advice from WGCdr David Zemel.

To the musical accompaniment of *Thunderbirds Are Go* at the Red Bull Flugtag in Sydney early last month, WGCdr Zemel piloted a flying machine with an eight-metre wingspan 20.5 metres from a ramp into Sydney Harbour.

This journey smashed the previous Australian record that stood at 17.8 metres.

The winning machine, Thunderbird, was built by WGCdr Zemel and his mates from the Sports Aircraft Association of Australia. It was nearly six months in the making.

When WGCdr Zemel isn't donning a helmet and life jacket and piloting aircraft from ramps (in front of 30,000 people at Mrs Macquarie's Point), he has a much more serious role as the deputy director of aircraft structural integrity at RAAF Williams at Laverton.

Serious thoughts, however, can strike even at the most lighthearted events, especially when you realise it's too late to change your mind.

"As the craft and dolly approached the edge of the ramp I saw the water nine metres below and went into sensory overload," WGCdr Zemel said. "Then I saw the water again a split



STILL IN ONE PIECE: Thunderbird the day before it broke the Australian record.

second before being unceremoniously dumped over Thunderbird's nose into Sydney Harbour."

For the technically minded, Thunderbird featured a spar constructed from extruded foam sandwiched by two 3mm pieces of local hardware plywood. The nose, the wing and tailplane were constructed from high density foam hotwired into shape.

For the historians, you'll have to wait to see Thunderbird in the flesh, as it were.

After surviving a trip on the back of a windy trailer to Sydney and then a nine-metre fall and 20-metre flight into Sydney harbour, only parts of the flying machine were recovered by the salvage crew at the Flugtag and the 31 other competitors who followed just added to the confusion about what part was what.

WGCdr Zemel is hopeful though that Thunderbird will be go once again.

"What was recovered will hopefully be displayed at the Avalon airshow in March 2011," he said.

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In for a long dig

THE Air Force cricket team's finest hour this year arrived on November 3 when it won the ADF cricket titles – but the job's not finished yet.

During the past three years, the RAAF Cricket Association (RAAFCA) has raised \$27,000 for the McGrath Foundation, which raises money to place breast-care nurses in communities across Australia, as well as increasing breast awareness in young women.

That's a pretty good effort, but RAAFCA vice-president FLTLT Justin van Beuningen said there's \$53,000 still to raise.

"We have set \$80,000 as a fundraising target," he said. "This is what it costs to fund a breast-care nurse for 12 months."

There is no time limit for that, but obviously the sooner, the better.

FLTLT van Beuningen put the fundraising idea to RAAFCA in February 2008.

"Air Force cricket has been fortunate enough to have had some tremendous sponsorship support over the past five or so years.

"In general, the various ADF sports are more than happy to accept this financial support, but besides the usual uniform branding, we generally do not give anything back.

"It was for this reason I floated the idea of putting a percentage of our team fines to a suitable charity as well as other fundraising activities (auctions and raffles). I suggested a cricket-related charity like the McGrath Foundation and this was unanimously accepted."

The McGrath Foundation is a good fit for RAAFCA.

The foundation was co-founded by (since deceased) Jane McGrath and her cricketing husband Glenn after Jane's diagnosis and initial recovery from breast cancer.

The McGrath Foundation has provided 54 McGrath breast-care nurses across Australia.

The McGrath Foundation was contacted in March 2008 and



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ON-FIELD GLORY: FLGOFF Jimmy Lee, left, embraces LAC Aaron Goodwin after hitting the winning runs to beat Army at the ADF carnival; above, players and officials celebrate together.

Photos: LAC Aaron Curran

RAAFCA registered as a recognised supporter.

"Throughout 2008 I contacted numerous cricket companies for donations of sporting goods or signed memorabilia to use in an auction and raffle," FLTLT van Beuningen said.

"During the 2008 National Inter-service Carnival we were able to raise \$5662.55 over the four days of the carnival.

"Following on from our first year's success, I was fortunate enough to get a lot more donations in 2009.

"As a result, we ended up with close to 50 auction items including a Don Bradman signed piece, numerous signed cricket bats and the 30 pink 2009 IDCC/McGrath Foundation game stumps.

"During the 2009 International Defence Cricket Challenge, RAAF Cricket raised \$18,632.30. About \$14,600 was raised by the auctions and the remaining \$4000 through the tournament fines and the RAAF team doing some tin shaking in town a few evenings."

This year's ADF carnival in

Canberra brought great on-field success. FLGOFF Jimmy Lee, batting at No 9, and LAC Aaron Goodwin, at No 10, put on a 46-run stand against Army to steer their team to a remarkable victory.

But fundraising continued off the field.

"From my contacts made over the past two years I was able to obtain 15 various signed pieces of memorabilia.

"With a very small national carnival of no more than 50 people, I was able to raise a little over \$3000 during the three-day carnival."

Finding touch with \$54,237

THE Xmen over-30s touch team from RAAF Base Darwin not only returned from the Alice Springs Masters Games as winners, they also raised a whopping \$54,237.55 for the National Breast Cancer Foundation (NBCF).

The team's goal was to raise \$25,000 – topping the \$22,429.85 they raised in 2008 – and for the five months before the Masters Games in October team members were busy fundraising at major events in and around Darwin.

When they passed the goal, the bar was merely raised. The new aim was to make \$50,000 by the end of the Games.

During the Masters Games each player was required to raise \$150 before being allowed to have a frothy lager. This ensured that the fundraising did not stop.

The team beat the Alice Springs Indians 10-2 in the gold-silver play off.

The team paid thanks and wished good luck to WOFF Blake Cameron who soon will be discharging from the Air Force. He has been a driving force behind the team and its fundraising.

Since 2008 the team has raised \$76,672.30. The Xmen plan on returning to Alice Springs in 2012 to defend the gold medal and take the fund raising effort over the \$100,000 mark.

Softball victory

FIVE Air Force personnel figured in the tri-service ACT team that beat Navy 15-1 in the ADF Women's Softball Championships at Randwick Barracks last month. Dual Olympic medalist SGT Tracey Mosley captained the team and smashed a home-run in the first innings of the final. The other RAAFies were PLTOFF Vanessa Bennett, ACW Bailey Baker, OFFCDT Karina Harvey and OFFCDT Kate Sewell.

Full report, next edition

This way for the win



THE WINNER: CPL Daniel McKay with his trophy. Photo: SGT Murray Staff

WHEN CPL Daniel McKay won the RAAF Base Darwin Physical and Recreational Section's annual cross-country event on November 5, he was perhaps the most surprised man at the finish.

As far as he knew there were two people ahead of him in the race. He had seen the unmistakable sight of their backs, which is always a good sign that you're trailing.

What CPL McKay didn't know was that the pair, defending champion AC Aaron Geier and AC Ron Free, had taken a wrong turn 3km from the finish. They should have turned right at the top of the 6.9km course.

"I didn't realise they'd gone the wrong way and just thought they had broken away from my

sight," CPL McKay said. "I didn't even know I was first until I'd finished."

The race was held at Lee Point Reserve, a protected historical piece of land that acted as our front line of defence for the Australian mainland during WWII.

A well-preserved WWII bunker signalled the beginning and end of the race.

Forty-five runners contested the race. Most of them were from RAAF Base Darwin, but a few Army and Navy personnel also competed.

WOFF Glenn Carter finished second and LAC Josh Lord third.

Army filled the first two women's places but LACW Cindy Baines was third.

Hunter Holden wishes all our Armed Forces personnel and their families a Merry Christmas and a Safe and Prosperous 2011



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December 9, 2010

ON TOP OF THE WORLD



**ULTRA
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CPL Dean Cook



MARATHON:
FLGOFF Lisa
Flint



**HALF
MARATHON:**
CPL Cassie Fien

**MOUNTAIN-
BIKING:** CPL
Michael Crummy



SOFTBALL:
SGT Tracey
Mosley

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year in
sport

PAGES
30,
28-29

Blood, sweat
and cheers

Page 30



Cricketers aim
high for charity

Page 31

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THAT'LL DO, PIG

The F-111 retirement is the end of a remarkable chapter for Air Force. The Pigs provided 37 years of fine service to Australia, in particular as a strategic deterrent. The people who flew, maintained and supported the F-111s deserve recognition for all of their hard work, especially as the aircraft aged. The F-111 was in many ways unique and will always have a special place in RAAF's history.

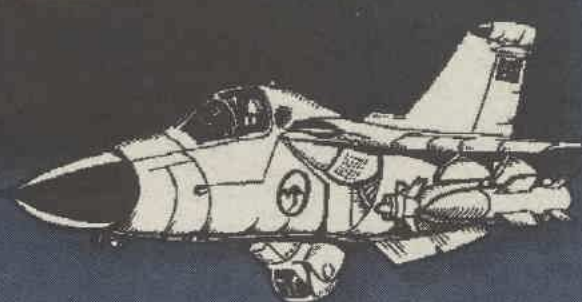


12-page tribute to our bomber and all its people

Photo: LAC
Aaron Curran



F-111 FAREWELL SPECIAL



NEWS



Teary exit for a grand old lady

LAC Aaron Curran

FOR two days there was not a dry eye at RAAF Base Amberley when the much-loved F-111 was farewellled on December 2 and 3.

'Pigs' Tales' was the name of the two days of commemorations and celebrations of Australia's iconic aircraft.

On Thursday, December 2, up to 400 82WG personnel wore their best service dress and held a flawless parade in front of hundreds of invited guests and VIPs, including CAF AIRMSHL Mark Binskin, DCAF AVM Geoff Brown, ACAUST AVM Mark Skidmore and Commander CSG AIRCDRE Noddy Sawade.

Also in the crowd were many current members who had worked on the F-111 and taken leave and travelled to see the F-111 off.

The weather had been bad for weeks before the event but, in a sign of good fortune, it held off –

although with dark clouds overhead that seemed to fit the mood.

AIRMSHL Binskin was the reviewing officer and oversaw the Queen's Colours of the RAAF and 1SQN and 6SQN as they paraded in front of the assembled personnel.

He said the F-111 had remained a significant component of Australia's air combat capability in concert with the F/A-18s and it was important to pause to reflect on some of the losses.

"Throughout the last four decades a number of aircraft have been lost and the lives of crew members tragically cut short," CAF said.

"Those who have died will forever be etched in the memories of the RAAF family."

He said it was also important for Air Force to acknowledge that some of our people had lost their lives not from flying the F-111 but from maintaining it.

"The health and safety

of all our people should be paramount but this has not always been the case. The occupational health and safety failures of the F-111 fuel tank desal/reseal program were identified by an Air Force Board of Inquiry and have been acknowledged by the CDF and by successive governments.

"The Air Force failed its people by allowing operational requirements and a 'can do' attitude to take precedence over safety."

Defence Materiel Minister Jason Clare apologised to the desal/reseal personnel on behalf of the Government.

In one of the most moving scenes at Amberley, all personnel on parade formed an honour guard as F-111 A8-147 was towed away, led by a piper.

It brought many tears to people's eyes.

As it was towed away, two F-111s flew overhead showing the two wing configurations that make its shape known world-wide.

A memorial service the next day was attended by

more than 2000 people. In a solemn affair, AVM Skidmore read out each of the 10 names of the pilots and navigators who died flying the aircraft.

A wreath-laying ceremony was held for the lost aircrew at the memorial at the front gate with relatives of the deceased paying their respects and at times had to be helped back – the emotion of it becoming too much for some.

AIRMSHL Binskin launched the book, *From controversy to cutting edge – a history of the F-111 in Australian service*, by AIRCDRE Mark Lax (ret'd). The book, which took more than two years to complete, was in high demand by Air Force personnel and guests.

"It really describes what the F-111 did," AIRMSHL Binskin said.

The last word of the day went to Chaplain (WGCDR) Paul Longland who simply said of the F-111 "this grand old lady is now a veteran of yesterday".



POIGNANT SERVICE: CHAP Paul Goodland, front left, and CHAP Murray Earl, front right, lead the parade of wreath layers at the F-111 end-of-era memorial service. Photo: LACW Rosaleen Normoyle



FOND FAREWELL: 82WG members line up to say goodbye as a piper leads A8-147. Photo: CPL Mark McConnell



MOVED: OC 82WG GPCAPT Steve Robertson at the farewell parade. Photo: CPL Mark McConnell



SKY HIGH: Two F-111s fly over the guard of honour on the RAAF Base Amberley flightline.

Photo: LACW Sandra Midson





NOSTALGIC RETURN: Darryl Macklin who marshalled 6SQN's A8-125, after its final flight – repeating the job he did with Australia's first F-111 in 1973.

Photos: LAC Aaron Curran

BUZZING: Below, crowds take a last look at the F-111. Photo: CPL Andrew Eddie

NEWS



Pigs' Tales aplenty



LAC Aaron Curran

THE F-111 went out on Friday, December 3, with a spectacular six-ship display over a crowd of more than 2000 wide-eyed spectators.

Its final flight was one to remember, with people in the crowd cheering, clapping and even crying as the F-111 reminded everyone of its abilities and show-stopping presence.

In the grey skies over RAAF Base Amberley, six 6SQN F-111s conducted a flypast in formation with one aircraft doing a solo display and a low and long dump and burn – the last one in history.

CO 6SQN Micka Gray, who flew A8-125, said the weather

made moving the formation around challenging.

"In the morning we picked up on the sense of occasion that was happening and then we had to get back into flying that fairly complicated sortie," he said. "It was a busy sortie but very gratifying and looking down at all the people was just great. I tried not to think that it was the last time – but it was."

WGDCR Gray took with him a RAAF Ensign, US flag and his late father's 22SQN patch.

When they landed, families of the crews and a huge media pack were waiting for them – and they were greeted by thunderous applause from the crowd.

A8-125 was the first F-111 to touch down on Australian

soil on June 1, 1973, and to meet it and marshal it into place was Darryl Macklin, then a CPL airframe fitter. Darryl was also there on its last day and was given the honour of marshalling it for the last time.

"I was proud and privileged to be able to do it," he said.

"It was absolutely magnificent and just like old times. Who would have thought 37 years ago that I would be at the start of it and at the end of it as well?"

Another person with a link to 125 was then airframe fitter John Manuel, 62. John went to the US to pick up the first six F-111s and made sure he was at the farewell.

"I worked on 125 in 1973," John said.

"Seeing the display gave

me goose bumps and it was very emotional. They will never be forgotten."

Once the six Pigs were on the tarmac and shut down for the last time, two F/A-18F Super Hornets flew low over them to symbolise the changing of the guard and to say, "We take over from here".

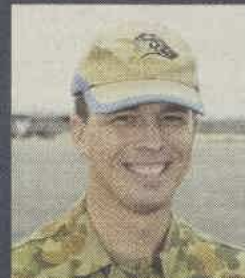
It was then back to the Boeing hangar where WGDCR Gray symbolically handed the F-111 fleet back to CAF AIRMSHL Mark Binskin.

With the toasting over and speeches done, the thousands of people, all with an association with the F-111, then converged on Matson Oval near the front gate for a long barbecue and even longer tales – all 'Pigs' Tales'.

VIEWS



SGT Scott Koitka, 6SQN ASFITT



It was quite surreal because four years ago we knew this was coming up and all of a sudden we are here at the end of the F-111. I will miss working around it and it is the end of a long line for me.

FLTLT Conlan Mallett, 6 SQN AVMO



It will be sad to see it go. It has been an icon of Australia for many years and has provided Air Force with a great capability. A lot of boys have worked on it, doing long hours into the night and early mornings, in wind and rain. I wanted to be a part of it so it was a dream come true for me.

SGT Simon Cazneaux, 6SQN ARMT



I have been with the aircraft for 18 years and I absolutely love the girl. It will be a sad day to see an end of an era, but also good to see the changing of the guard. On some trips away we did long days and hard work and when you work well as a team it goes through the whole group. There is still a lot of loyalty to it out there.

FLTLT Conrad Stalling, 6 SQN ACO



I have been at 6SQN since 2008 and was lucky enough to be on the last F-111 operational conversion course. It has been an excellent experience and also a bit sad that it is going.



JUST GREAT: CO 6SQN WGDCR Micka Gray speaks to the media after his last flight. Photo: LACW Sandra Midson



HISTORY: A8-126 performs the last dump and burn. Photo: CPL Andrew Eddie



DELIGHT: FLTLT Mathew Michell is interviewed moments after stepping from an F-111 for the final time. Photo: LAC Dan Pinhorn





NEWS



It's time to go, SRSPPO

Andrew Stackpool and LAC Aaron Curran

THE decommissioning of the F-111s has also brought an end to the organisation that mentored them over the years, the Strike Reconnaissance Systems Program Office (SRSPPO).

While a number of specialist elements and other units also supported the F-111, SRSPPO is the only unit that is to be totally disbanded when the aircraft are withdrawn from service.

Co-located with the Pigs at RAAF Base Amberley, SRSPPO stood up in November 2000 as the first System Program Office (SPO) within the Aerospace Systems Division of the Defence Materiel Organisation (DMO).

Its role was to provide management and governance over the F-111 contracts in support of 82WG.

CO Strike Logistics Management Unit SRSPPO WGCCDR David Abraham said it was the first time there was a one-stop-shop to manage all aspects of acquisition and sustainment support for the aircraft.

"While there was a concentra-

tion of APS staff within business support functions, SRSPPO operated a tightly integrated military and APS workforce totalling 57 personnel within the logistics and engineering management functions," he said.

"Key contractors supporting SRSPPO – Boeing, Raytheon, Tasman Aviation and Rosebank Engineering – will maintain a presence at Amberley as prime or sub-contractors supporting other Defence capabilities."

With the closure of SRSPPO there was a distinct sadness among its members with the pending retirement of the F-111 and the demise of the SPO.

"Our people were rightfully proud of the SPO and the fundamental role it had in sustaining the F-111's systems," he said.

SRSPPO was formed from 501WG, which stood up in 1992 from the amalgamation of No 3 Aircraft Depot and 482 Maintenance Squadron.

Their staff transferred from Melbourne to Amberley and joined 501WG in April 1992, creating the Weapon System Logistics Management Unit. This brought together the technical and logistics elements respon-

sible for supporting the F-111. Most importantly they were positioned, for the first time, with the aircraft at its operating base.

The group was subsequently joined by personnel from the F-111 project office in Canberra and became the core of SRSPPO.

SRSPPO took on expanded responsibilities when 501WG's responsibilities for engineering and maintenance support were outsourced to commercial industry in 2000 under the Commercial Support Program.

SRSPPO now became responsible for managing the service contracts with Australian aerospace companies to deliver the maintenance and technical expertise required to sustain F-111 engines, avionics systems, airframes and weapons systems.

Ultimately, SRSPPO became accountable for the technical airworthiness of the F-111 and for delivering effective F-111 integrated logistics support and services to 82WG and Air Combat Group.

The decommissioning is a historic date for the SRSPPO. It was the first SPO to stand up as part of DMO; now it is the first DMO SPO to close.

CLOSING CHAPTER: Above, from left, deputy chief engineer SQNLDR Alex McCreath, logistics manager Rich Power and CO Strike Logistics Management Unit SRSPPO WGCCDR David Abraham.

JIGSAW: Left, in 2003, Boeing employees perform an R4 service on F-111G A8-506 at Amberley. Photo: courtesy Boeing



HANDS-ON: Raytheon engineers Brad Kile, front, and 6SQN reservist FSCT Scott Presnell ensure it will be all systems go as they test avionics. Photo: courtesy Raytheon

Kudos for contractors

in the 1960s and 1970s by [aircraft manufacturer] General Dynamics and most of the calculations were done with slide rules as the aircraft were built before there were computers," she said.

Boeing senior structures engineer Agnes Foo said working on the venerable aircraft brought some unusual challenges in a modern era.

An example of this occurred in April 2008 when A8-112 was severely damaged after being struck by a pelican.

Apart from the usual corrosion and wear and tear, the engineering drawings provided the greatest challenges.

"The stress reports and drawings were hand-written

Boeing and Rockwell initially came on board when the aircraft's avionics were upgraded from analogue to digital systems in the 1990s. Since then, they have branched into major repairs, modifications and upgrades.

Raytheon was responsible for deeper maintenance and engineering and logistics support for the avionics. Working with the SRSPPO, the partnership achieved savings of about \$20 million over the life of the contract.

supported the Pigs for their entire lives, with several of its staff sent to the USA for training before the first airframes touched down at Amberley.

To commemorate the aircraft, Rosebank Engineering has manufactured a limited edition model of the F-111: 1000 models. Individually numbered, they are manufactured of aluminium and are 30cm long. The price is \$242, including post and handling. Inquiries to Daryl Macklin at: daryl.macklin@rosebank-eng.com.au

Pigs not gone or forgotten

MANY people will be pleased to learn that not all the F-111Cs will go into storage sheds and scrap yards after their retirement.

Four of the aircraft are destined to become permanent displays at locations around Australia.

One aircraft will be placed on display at RAAF Base Edinburgh, two at RAAF Base Amberley and one at the RAAF Museum at RAAF Base Point Cook.

The ADF is planning to have the four aircraft on display during 2011.

Of the remainder of the fleet, another three will be retained within Defence to preserve military heritage, in particular for Air Force units that have flown or supported the F-111C.

Another four will be disposed through destruction as investigations have determined that they are unsuitable for demilitarisation or for display purposes.

The remaining aircraft are then to be offered for general sale by tender for other groups or organisations to use as static displays.

Any such group will be required to agree to pay the costs to make the aircraft inoperable (estimated to be in excess of \$1 million) so as to meet US Government approvals to transfer them from Defence, as well as the costs to remove asbestos from the aircraft and to restore them to displayable condition (estimated at up to \$1.5 million) before approval is given.

All G models will be destroyed.



**AIR FORCE
ICON:** WGCCDR
Al Curr with
a picture of
himself at
RAAF Base
East Sale
in 1977,
and below,
inset, being
interviewed by
the media about
his ejection
from an F-111
in 1979. Photos:
LAC Aaron Curran



FEATURE

Al's had a big hand in our F-111's history

LAC Aaron Curran

ON DECEMBER 3, the iconic F-111 was consigned to the history books and gone forever, along with a man whose name has always been associated with this famous aircraft.

WGCCDR Al Curr, after more than 42 years' service to the Air Force, retires on December 10.

He was flying missions as a navigator over Vietnam more than three years before the first F-111 touched down on Australian soil, but once he sat in the cockpit of the Pig there was no turning back.

"Only one-and-a-half years after joining the RAAF in 1967, I was flying Canberras and dropping bombs over South Vietnam with 2SQN," WGCCDR Curr said.

"As a 20-year-old it was a boy's great adventure."

He said the Canberra performed admirably in that environment but was terribly uncomfortable.

"It had awful air-conditioning and was hot, rough and uncomfortable at low level," he said.

"So when I saw the F-111s arrive in 1973 I thought I had better get myself posted to them."

Then, in 1974, WGCCDR Curr was on the second conversion course for the F-111 and served from 1975 to 1979 with 1SQN.

"On my first flight in an F-111 I thought: a radar, great visibility, beautifully air-conditioned and comfortable," WGCCDR Curr said.

"It was full of technological marvels that we had never seen before. It had new avionics, ground mapping radar, terrain following radars, variable geometry and integrated electronic warfare systems."

He said while the Canberra bounced around at low level, the F-111 was the smoothest ride he could have imagined.

"It was amazing how wonderful the F-111 was at low level – fast, on the Terrain Following Radar and at day or night it was a formidable capability," he said.

"Aircraft these days don't fly low and fast like the F-111 and I still say, even today, if I had to fly low level fast, with a big load of bombs and down in the weeds, I would rate my chances in the Pig."

Although he understands why it was retired, he still said it was a sad day and more so for him because the F-111 was the aircraft that he dramatically ejected out of at take-off speed in New Zealand in 1979.

"I think people know me because I was there at the beginning, have been around so long and also the ejection in New Zealand," WGCCDR Curr said.

"I was a bit of a character when I was a younger bloke, but eventually made A-Category and then in the early 1980s and 90s went on to other postings to East Sale, Canberra, Malaysia, Air Command and East Timor."

Finally back at Amberley in 2001, WGCCDR Curr has been there ever since and recently became the project officer for the F-111 retirement – a fitting job for him.

"I have enjoyed the Air Force," he said. "The F-111 is gone and so am I. The full circle has been run."

Punching out

WGCCDR Al Curr's amazing story of ejecting from an F-111

LAC Aaron Curran

THEY say the best thing to do if thrown from a horse is to get straight back on, but what if you were thrown 500 feet from an out-of-control aircraft at high speed?

Just ask WGCCDR Al Curr from 82WG.

Known as 'the ejection', the traumatic incident occurred on August 24, 1979, when then FLTLT Al Curr and pilot FLGOFF Mark Kelly were part of a 1SQN F-111 maritime exercise in New Zealand.

WGCCDR Curr's aircraft, A8-137, was part of a four-ship take off from Ohakea near Wellington.

"It had been raining heavily for three days and it was flooding onto the left side of the runway," he recalled.

"Most runways have a 'crown' in the middle and the water runs off the sides. This particular runway had the drain on one-half of the left side of the runway, so all the water ran there. Half-way down the runway a big puddle, that we knew nothing about, formed in wet conditions."

The first two of the four aircraft took off by going on the right side of the runway. Then it was 137's turn.

"Just before the nose wheel made rotate speed at 135 knots, it hit this huge puddle and sprayed massive amounts of water into the intakes causing both engines to stall," WGCCDR Curr said.

"We couldn't stop because the wheels were just hydroplaning and even though we applied

maximum braking, we only lost 30 knots of speed in 5000 feet of runway."

WGCCDR Curr placed his hand on the ejection handle shortly after the engines stalled because he knew they were not going to stop and coming up fast was the end of the runway with a 200ft drop.

"I knew I should have pulled it straight away but I just couldn't do it," he said.

"I was hoping beyond hope that something would happen – I don't know what – maybe the hand of God would stop us and say 'be more careful next time boys'."

Just before the end of the runway WGCCDR Curr pulled the handle and the rocket motor fired, burning the grass at the end of the runway.

"I remember the bang and then blacked out because we were pulling 20Gs," he said.

"It shot us 500ft in the air and then all the magic worked up there in the clouds. We popped out of the cloud cover with parachutes deployed."

He came around and all he could see was smoke and fire below. It was then that WGCCDR Curr thought they were going to land in the burning wreck of the F-111.

"I was heavier than Mark so we drifted to the right, landing at 15Gs next to the wreck," WGCCDR Curr said.

"It was like jumping off a 10 metre roof tied to a wooden chair."

WGCCDR Curr was injured but not as bad as FLGOFF Kelly who suffered crushed vertebrae in his back and thoracic crushes as well.

He said he got out first and saw the aircraft exploding everywhere with chaff and fuel going up.

"I took off and then stopped and thought I could not leave Mark behind so I went back, opened his canopy and fork-lifted him out," he said.

"He weighed 150 pounds and I couldn't normally lift 30 pounds in that manner, so it just goes to show what you can do with adrenaline running through your veins."

Due to the shock and adrenaline, he went to lay FLGOFF Kelly on the ground but noticed there was water on the ground, so then he ran past the module and put him on the parachute.

"I put him down and then went protective, not thinking what I was doing," he said.

"So when the medics arrived I stood up and pushed the first guy away."

WGCCDR Curr went back and lay beside FLGOFF Kelly to make sure he was OK.

"I then felt a hand on my back. It was a reservist doctor who said 'it's OK son, we've got him now'."

"Then I just collapsed in shock beside him."



It was like jumping off a 10 metre roof tied to a wooden chair.

Other lucky escapes

► Pilot CAPT William Baker (USAF) and navigator FLTLT David Clarkson ejected from A8-136 on April 26, 1977 at Guyra, NSW. This was the RAAF's first F-111 loss.

► Pilot WGCCDR Dave Rogers and navigator FLTLT Pete Growder ejected at 2700ft and 226 knots from A8-141 on October 25, 1978 at RNZAF Base Ohakea, New Zealand. This was the same location where WGCCDR Curr and FLGOFF Kelly ejected two years later.



37 YEARS: WHAT A RIDE

The swing wing has come a long way since its controversial arrival in 1973. We take a look back to where it all began.

LAC Aaron Curran

GOING from one of the most public and contentious Defence acquisitions of all time to the most loved and recognisable figure of the RAAF, the F-111 has come a long way.

Originally a child of the USAF's Tactical Fighter Experimental Program, it was mislabelled a 'fighter' because of the program's name, even though it was designed to be a tactical strike bomber.

The F-111 first took to the skies in 1964 and by April 1966 the program was reviewed.

Approvals for the USAF's FB-111A version included extended wings, a strengthened undercarriage and higher operating weights; these features were added to the F-111A and designated the F-111C.

For the USAF and RAAF, the F-111 was a replacement for the F-105 Thunderchief and Canberra bomber respectively.

1 and 6 SQNs had been operating the Canberra since the 1950s and their use-by date was fast approaching, so in October 1963, 24 unique-to-Australia F-111Cs were ordered.

Deliveries were planned for 1967, but the handover ceremony did not take place until September 1968.

Then the problems started to get worse.

Three weeks after the handover ceremony, the 11th F-111 crashed.

As the F-111 was the first operational aircraft to have variable sweep wings (also known as swing wings), there were initial problems with the wing carry-through box, which is the large assembly to which the wings are attached by steel pivot pins.

It was decided that the delivery of all the Australian F-111s would be delayed due to modifications.

But by 1969, 15 US aircraft had been lost and it was decided to put them into storage to undergo a 'recovery' program.

By early 1970 there was constant bad press about the F-111 project from the media to politicians who opposed the project, and the general public.

Adding to the pessimism were the rapidly increasing costs and continual problems with the aircraft.

It was 1974 that was suggested as a likely year for delivery and as a consequence the Government negotiated the lease of 24 F-4E Phantoms. It was at this low point that it looked like the whole project might be cancelled.

Then, after all the trials, tribulations and heartache of the F-111's birth, on June 1, 1973, the first of six F-111Cs landed at RAAF Base Amberley.

Once delivery of all 24 aircraft was completed in December that year, the criticisms of this unique, capable and deadly aircraft disappeared from the public arena.

Its history since 1973 has been one of achievement and the F-111 has delivered a deterrent that has kept Australia safe for 37 years.



MEMORIES: Above, aircrew celebrate the arrival of the last F-111 aircraft from the USA at RAAF Base Amberley in December, 1973. Right, an F-111 refuelling from a KC-135 tanker in the 1980s.



EARLY ARRIVAL: A8-128 on its ferry flight from the US in May 1973. The aircraft was subsequently lost at Tenterfield, NSW, in 1987, along with its two crew (see the roll of honour, far right).



EXCITING: Arrival of the first batch of F-111s at Amberley from Fort Worth, Texas, in June 1973.

TIMELINE

- ▶ 24 Unique-to-Australia F-111Cs were ordered in October 1963 by the Menzies Government.
- ▶ The first pre-production F-111A was to fly on December 21, 1964.
- ▶ The Australian Government formally accepted the F-111 on September 4, 1968.
- ▶ The first flight by a RAAF crew (Ron Green and Harry Walton) of an RAAF F-111 occurred on September 5, 1968.
- ▶ On December 22, 1969, an F-111A crashed and was destroyed. The mission had been the operational testing of rockets on the Nellis ranges.
- ▶ On June 22, 1970, a deal to lease 24 F-4E Phantoms as an interim measure was announced.
- ▶ The Phantoms were delivered between June and December 1973.
- ▶ The first 6 F-111Cs arrived at Amberley on June 1, 1973 with the last ones arriving on December 4 that year.
- ▶ Serial numbers A8-125 to A8-148 were allocated.
- ▶ Four aircraft were converted to reconnaissance platforms between 1979 and 1980. The first was on August 22, 1979.
- ▶ Four F-111As acquired as attrition replacements from the USAF were modified to F-111C standard and delivered in 1982.
- ▶ In October 1992, 15 F-111Gs were purchased from the USAF.
- ▶ The total RAAF 'flying' fleet was now 43 aircraft.
- ▶ In 1998, the RAAF became the sole operator of the F-111.
- ▶ The Avionics Upgrade Program (AUP) started upgrading the avionics from analogue to digital standards in 1994 and finished in 1996.
- ▶ The Block Upgrade Program (BUP) was then used to introduce a new stand-off weapons and electronic warfare capability.
- ▶ The only operational deployment was over East Timor in 1999. The strike fighters were put on high alert during the early days of the Australian led intervention into East Timor in September 1999, performing several reconnaissance missions over the then Indonesian province.
- ▶ Australian F-111s have participated in exercises throughout Australia, Malaysia, Singapore, New Zealand, the Philippines and the United States.
- ▶ In November 2003, the announcement was made that the F-111s would be retired in late 2010.
- ▶ In 2007, the F-111Gs were retired.
- ▶ On August 5, 2008, all F-111 maintenance merged into 6SQN and in November 2008 the process was completed when all F-111 aircraft and aircrew workforces amalgamated into 6SQN.
- ▶ In November 2009, the last deep maintenance job on A8-135 was completed.



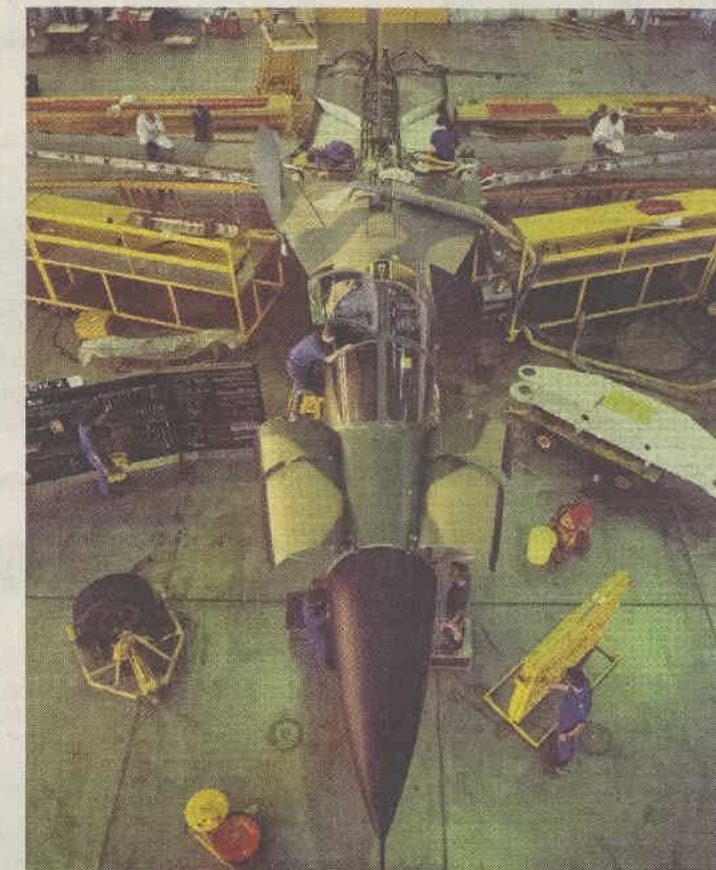
IN THEIR PRIME: Below, a line of 1SQN F-111s taxi into RAAF Base Amberley in April, 1997; above, a lone jet over the ocean in August, 1992. Photos: Mal Lancaster



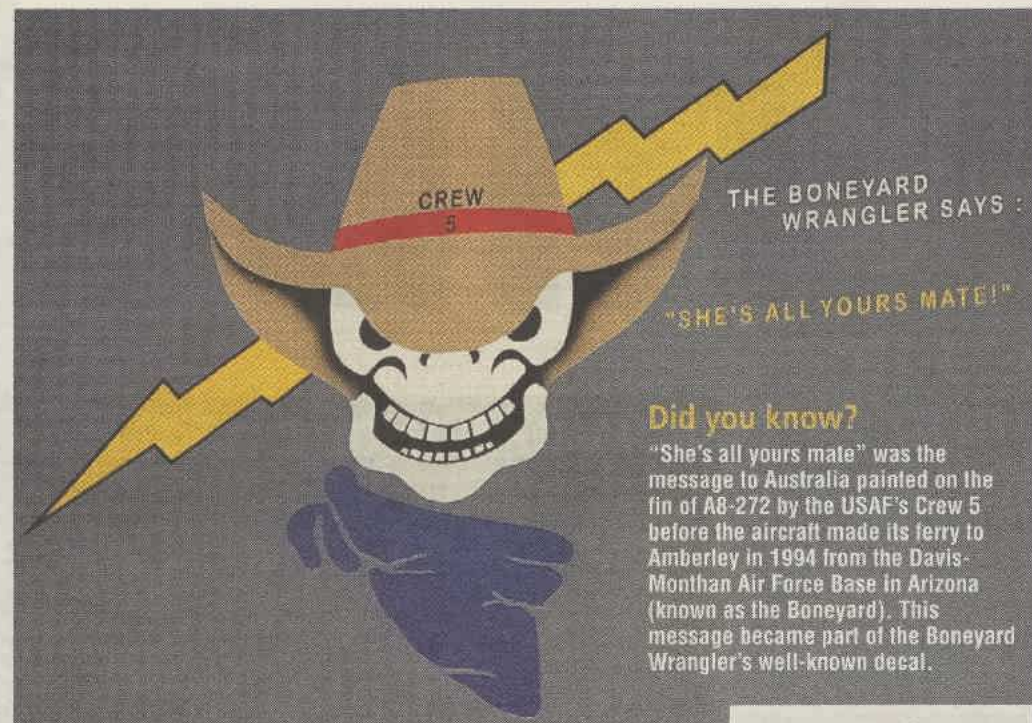
ROLL OF HONOUR

Eight aircraft were lost and 10 crew (including one USAF pilot on exchange) were killed over the past 37 years of F-111 operations.

- ▶ SQNLDR John Holt and FLTLT Phillip Noordink in aircraft A8-133 on September 29, 1977 at Evans Head, NSW.
- ▶ FLTLT Stephen M. Erskine and CAPT Gregory S. Angell (on exchange from the USAF) in aircraft A8-139 on January 28, 1986 over the ocean off Moruya, NSW.
- ▶ FLTLT Mark Fallon and FLGOFF William Pike in aircraft A8-128 on April 2, 1987 at Tenterfield, NSW.
- ▶ FLTLT Jeremy Mc Ness and FLTLT Mark Cairns-Cowan in aircraft A8-127 on September 13, 1993 at Guyra, NSW.
- ▶ SQNLDR Anthony Short and SQNLDR Stephen Hobbs in aircraft A8-291 on April 18, 1999 on Aur Island, Malaysia.



FROM THE GROUND UP: Above, F-111 aircraft technicians working on a jet in the 1980s.



Did you know?

"She's all yours mate" was the message to Australia painted on the fin of A8-272 by the USAF's Crew 5 before the aircraft made its ferry to Amberley in 1994 from the Davis-Monthan Air Force Base in Arizona (known as the Boneyard). This message became part of the Boneyard Wrangler's well-known decal.

PIG FACTS



F-111s that served in the RAAF from 1973-2010:

- ▶ A8-125
- ▶ A8-126 (Recce)
- ▶ A8-127 (crashed near Guyra 1993)
- ▶ A8-128 (crashed near Tenterfield 1987)
- ▶ A8-129
- ▶ A8-130
- ▶ A8-131
- ▶ A8-132
- ▶ A8-133 (crashed near Evans Head 1977)
- ▶ A8-134 (Recce)
- ▶ A8-135
- ▶ A8-136 (crashed at Guyra 1977)
- ▶ A8-137 (crashed at RNZAF Base Ohakea, NZ, 1979)
- ▶ A8-138
- ▶ A8-139 (crashed in the ocean near Moruya 1986)
- ▶ A8-140
- ▶ A8-141 (crashed at RNZAF Base Ohakea, NZ, 1978)
- ▶ A8-142
- ▶ A8-143 (Recce) Belly landing at Amberley 2006 – not repaired
- ▶ A8-144
- ▶ A8-145
- ▶ A8-146 (Recce)
- ▶ A8-147
- ▶ A8-148
- ▶ A8-109 – Ex USAF F-111A modified to F-111C standards
- ▶ A8-112 – Ex USAF F-111A modified to F-111C standards
- ▶ A8-113 – Ex USAF F-111A modified to F-111C standards
- ▶ A8-114 – Ex USAF F-111A modified to F-111C standards
- ▶ A8-259 – F-111G
- ▶ A8-264 – F-111G
- ▶ A8-265 – F-111G
- ▶ A8-270 – F-111G
- ▶ A8-271 – F-111G
- ▶ A8-272 – F-111G (The Boneyard Wrangler)
- ▶ A8-274 – F-111G
- ▶ A8-277 – F-111G
- ▶ A8-278 – F-111G
- ▶ A8-281 – F-111G
- ▶ A8-282 – F-111G
- ▶ A8-291 – F-111G (crashed at Aur Island Malaysia, 1999)
- ▶ A8-506 – F-111G
- ▶ A8-512 – F-111G
- ▶ A8-514 – F-111G

ONE OF A KIND: Above, the Boneyard Wrangler emblem on A8-272. Photo: courtesy RAAF Museum

NEW HOME: Right, the Boneyard Wrangler being lifted off the truck at the RAAF Museum last year, and below, on its way to Point Cook. Photos: LAC Scott Woodward



Boneyard wrangling

LAC Aaron Curran

ONE favourite F-111 story is that of the 'Boneyard Wrangler', a 'G' model rescued from certain destruction to serve the RAAF for more than 10 years.

It had the serial A8-272, which combined the A8 Australian designator for all F/RF-111C variants and the last three digits of its original USAF serial, 68-0272.

The Wrangler was originally an FB-111A built for the USAF's Strategic Air Command, then later converted to G standard through the Avionics Modernisation Program for service with Tactical Air Command.

It ended up being stored at the Aerospace Maintenance and Regeneration Centre (AMARC) at Davis-Monthan Air Force Base (AFB), Arizona, known as the 'Boneyard', before it was rescued by the RAAF.

Of the 15 F-111s purchased by the RAAF in 1992, the Wrangler was the only one stored at AMARC – the others were still in service with the USAF at Cannon AFB in New Mexico.

The Wrangler stood out due to it being the only F-111 to fly out of AMARC. The only other aircraft to depart the Boneyard ended up as target drones.

In recognition of this fact it was affectionately named the Boneyard

Wrangler and a distinctive emblem was then painted on its vertical tail fin (pictured left).

On May 6, 1994, it left McClellan AFB for Australia via Hickham AFB Hawaii, and Pago Pago, American Samoa.

On May 10, GPCAPT Dave Dunlop and FLTLT Dave Riddel landed A8-272 at RAAF Base Amberley where it joined 6SQN to serve in an aircrew training role.

The RAAF's F-111Gs ceased flying on September 3, 2007.

With its unique history, the Boneyard Wrangler was the obvious choice for the RAAF Museum at Point Cook. On May 1, 2009, A8-272 was safely delivered by road to its final resting place.

Director RAAF Museum Dave Gardner said the F-111 forms part of a new 'Strike Hangar' exhibit, due to open to the public in coming months.

The renovated hangar will showcase the Air Force's strike capability, with a Phantom and Canberra bomber also on show, as well as a selection of technical items associated with the aircraft.

"The F-111 has generated a great deal of interest in the Melbourne area since arriving at the Museum," Mr Gardner said.

"We have been inundated with calls from people wanting to see it.

"Thankfully, they won't have to wait much longer, with the Strike Hangar due to open very soon."

Support ongoing with deseal/reseal

AIR FORCE and the Department of Veterans' Affairs (DVA) continue to work together to assist the deseal/reseal workers and their families.

During 2008 and 2009, a Parliamentary Inquiry examined the health and compensation issues surrounding F-111 deseal/reseal workers and their families and other F-111 fuel tank maintenance workers, with particular reference to the unique fuselage repair work undertaken and the health risks involved.

The government tabled its response in May 2010, implementing new measures to address the needs of F-111 fuel tank maintenance workers who have been adversely affected by their service.

These new measures mean that an extra 2400 F-111 fuel tank maintenance workers are able to gain simpler access to health care and statutory compensation where their health has been adversely affected by conditions linked to F-111 deseal/reseal.

A range of support services are available to the maintenance workers and their families, and other personnel employed at RAAF Base Amberley at the time of the F-111 deseal/reseal programs.

Any person who believes they have suffered health effects from their involvement in the F-111 fuel tank maintenance program is encouraged to contact DVA.

From the F-111's arrival in Australia in 1973, RAAF needed

to rectify fuel leak issues on the aircraft.

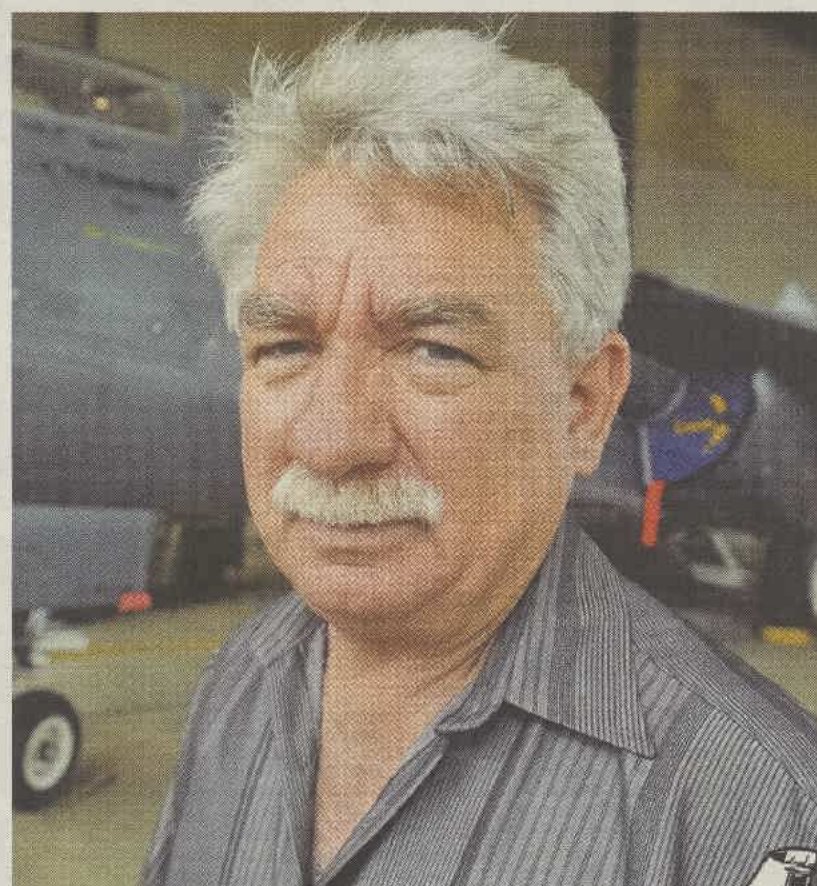
This repair work was carried out by F-111 fuel tank maintenance workers – with the major repairs occurring in the formal deseal/reseal programs but also through ad hoc maintenance at the operational squadrons.

There were four formal deseal/reseal programs conducted, in 1977-1982, 1985-1992, 1991-1993 and 1996-1999. They used a range of techniques and chemicals and involved personnel working for long periods inside the tanks.

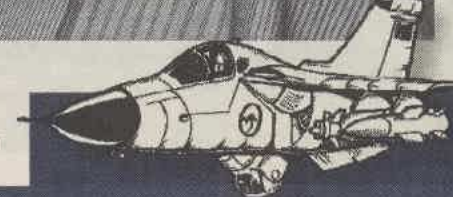
In late 1999, the fuel tank repair section at Amberley became concerned at the health effects being experienced by members of the section. In February 2000, a formal investigation was ordered by OC 501WG.

Later in 2000, a Board of Inquiry examined aspects of the four formal deseal/reseal programs in relation to health, chemical exposure and work practices. It researched more than 1.5 million documents, covering a period of 27 years and took statements from over 650 individuals. It produced 53 recommendations, all of which were accepted by Air Force.

For more information, visit the DVA F-111 website at <http://f111.dva.gov.au/index.htm>, email f111enquiries@dva.gov.au or call 1800 555 323.



AFFECTED: Buster Todd, a former 482SQN airframe fitter and F-111 deseal/reseal worker from 1973 to 1976. Photo: LAC Aaron Curran



FEATURE

LAC Aaron Curran

WITH the retirement of the F-111, the city of Ipswich has lost its unofficial mascot and no one is sadder than its lively mayor, Cr Paul Pisasale.

Cr Pisasale is a self-confessed 'tragic' when it comes to the mighty swing wing that has graced the skies above Ipswich for nearly 40 years.

"Some people are golf or rugby league tragics – I am an F-111 tragic," he said.

"In 2004 I had the honour of going for a ride in an F-111 and all I remember is being told 'don't touch anything'."

He said it was one of the most exciting, yet terrifying things that has happened to him. He discovered that in his job he can afford to make a mistake – in the F-111 you can't.

"I also had the honour of going in the Super Hornet after it arrived," Cr Pisasale said.

"But the biggest honour was reserved for our city when 202 landed – it was called The City of Ipswich."

He said since 1973 Ipswich has been proud to have had the honour of looking after the F-111. "The pilots, crews and their families have been, and always will be a part of our community," he said.

"We know what it is like to be on deployment and to feel the hardships associated with that and the postings. During the belly landing in 2006 when the aircraft was circling the city, everyone was anxious. It was one of those dates that sticks in my mind."

He said every time an F-111



LOVING IT: One of the F-111's biggest fans, Ipswich Mayor Councillor Paul Pisasale, before his flight in a jet at RAAF Base Amberley in 2004.
Photo: CPL David Gibbs

An F-111 tragic and proud of it

flew over the city the residents felt proud and were going to miss it not being in the sky.

"At times I felt other mayors I have spoken to who host Defence didn't understand; they just heard the noise, but didn't see the people."

"We didn't call it noise; we called it the sound of freedom," he said.

He was over the moon that

two F-111s were to be kept there and wants to put pictures of them on a welcome sign to the city.

"This year, people have been telling me that they have seen the last dump and burn here and there and I reckon it has had more comebacks than Johnny Farnham," he said.

"Every time the F-111 went and did Riverfire over Brisbane,

the people of Ipswich said 'we are lending you our plane'."

He said the city has now thrown all its support behind the Super Hornet and with the closing of one chapter, it is the opening of another.

"We have a motto here in Ipswich: If you don't like the noise, shift," Cr Pisasale said.

"Goodbye, Pig; we are gonna miss ya."



TEAMWORK: 1 and 6SQNs have been working together to operate the F-111 since the aircraft arrived in 1973.
Photo: LAC Aaron Curran

Nothing like a little friendly Pig rivalry

LAC Aaron Curran

SINCE 1948, 1 and 6SQNs have been working side-by-side at RAAF Base Amberley and, like two competing brothers, the rivalry has been healthy and strong.

XO 82WG WgCDR Robert Denney said during the life of the F-111, 1SQN's role was predominantly strike missions.

"Upon arrival, the aircraft were a land strike platform, however in the late 1970s, they were also used for maritime strike," he said.

"6SQN was predominantly a training squadron over that period, converting student pilots and navigators onto the F-111. Following the modification of four aircraft for reconnaissance they were based at 6SQN until the transfer of 'recce' to 1SQN in the late 1990s."

He said after the F-111, the roles of the squadrons would remain similar to that in the past. 1SQN will be the operational squadron, although with an increased air-to-air focus that comes with the multi-role capability of the Super Hornet.

"1SQN will continue to operate in the land and maritime strike roles as well as the close air support role," he said.

"6SQN will remain as the training squadron, receiving graduate pilots and air combat officers from Hawk training and converting them onto the Super Hornet and upgrading them to combat ready."

He said graduates would normally do a six-month operational conversion course at 6SQN consisting of ground academics followed by five months of flying training.

The last month of the course was typically a deployment to Darwin, Tindal or Townsville to learn deployed operations as well as operations involving the employment of high explosive weapons.

"The two squadrons generally worked closely together during the F-111 times," WgCDR Denney said.

"With the ageing of the F-111 fleet, closer work arrangements were required to ensure flyable aircraft have been available where they were most needed."

He said the competition between them was about as much competition as you would expect from "an alpha-male dominated group of highly motivated, high-performing people".

"There has always been considerable competition between the squadrons, although it has mostly occurred in a good nature," he said.

"The most interesting part of the rivalry is watching someone being pro one squadron one day, to be posted to the other squadron the following week and quickly reverse their opinion. It seems a bit strange to an outsider, but it is what happens."



FAMILY LINK: Left, from left, brothers Garth, Paul, Ken and Matt together in uniform in 1989; right, Paul working on an F-111 at Amberley in 1982.



Special link for bomber brothers

LAC Aaron Curran

THERE are many individual people and families with stories about their association with the F-111 and one great example is that of the Thomas family.

WOFF Paul Thomas from 26SQN and his brothers, SQNLDR Ken, SGT Matt, Garth (SGT ret'd) and their late father WOFF Joe, have collectively had involvement with the aircraft for 42 years.

It started with Joe who joined the RAAF in 1953 as an engine fitter and was on the historic flight from Canada

with the first Caribous and later served in Vietnam.

"Dad's first involvement with the F-111 was with the 3AD F-111 Engine Section in 1968, although the aircraft didn't arrive until 1973."

"For our family the F-111 played a major part in our childhood and RAAF careers, starting with Dad being posted to Amberley at the beginning of the aircraft's service and ending with our youngest brother Matt being there at the end."

Of the four brothers, three joined as engine fitters and Ken joined as a navigator in 1977.

In 1979, Joe tragically died

at the age of 42. "Dad did not get to see the legacy he had started," Paul said.

"Ironically, our family involvement with the jets totals 42 years. In some way, to us at least, the retirement of the F-111 will truly be the end of an era."

You could write a book on the Thomas brothers' recollections and experiences with the Pig, but they do all have a common theme – childhood memories.

"It was funny in class at Amberley Primary because those who grew up with it would be almost oblivious to the

noise," Matt said. "However the new students would struggle to hear the teacher."

Ken's infatuation with the F-111 led to him designing and making a scale balsa wood model including swing wings.

"I still have it today," Ken said. "I said to my mates at the time 'I'm going to fly them one day' and of course I was lucky enough to do that five years later."

Matt said the F-111 had provided common ground for discussion among the brothers at various times in their lives.

"I am sure this will continue into the future," he said.

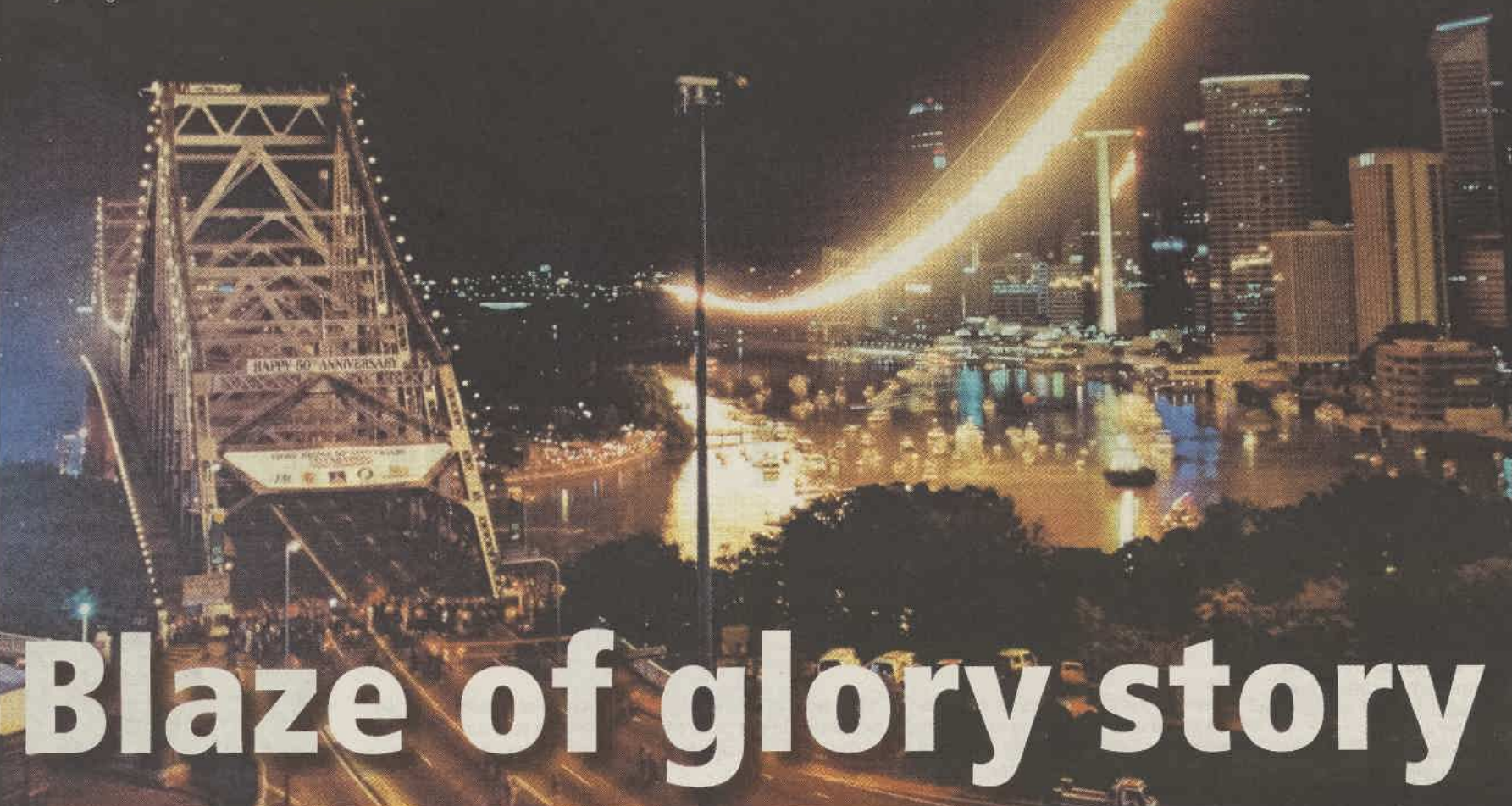
PIG FACTS



WHAT A CRACKER: The Brisbane skyline lights up as an F-111 performs a spectacular dump and burn in 1990 to mark the 50th anniversary celebrations of the opening of the Story Bridge in Brisbane. Photo: Mal Lancaster

The greatest party trick ever.

— WGCDR Al Curr, 82WG



Blaze of glory story

LAC Aaron Curran

TO MOST people the F-111 is more likely to be remembered by its signature 'dump and burn' than by its capabilities and service to Australia.

The dump and burn – or 'zipo' as the USAF used to call it – has many fans worldwide and just as many theories on why it is done.

Given the unique design of the aircraft the truth is quite simple and practical.

As with all aircraft that have a large fuel capacity, the F-111 needed a fuel dump capability to reduce the all-up weight in case of an emergency landing shortly after take-off (maximum aircraft landing weight is less than maximum take-off weight).

The fuel piping system is complicated by the swing wing mechanism, flexible hoses and limited space. Therefore, the fuel dump piping was routed along the aircraft, terminating at the fuel dump mast between the engines.

Once initiated the fuel dump rate is 20 litres per second and when the F-111 is on full after-burner it ignites up to 8 metres behind the aircraft, resulting in a 20-metre-long flame.

While it is unknown who was the first to discover that dumped fuel could be ignited by after-burners, it was, as WGCDR Al Curr from 82WG once said "the greatest party trick ever."

The dump and burn is always the star of any show, but is most spectacular at night, as the photos on this page show. The "party trick" was a regular show-stopper at the annual Riverfire event in Brisbane and biennial International Air Show at Avalon.



SKY ON FIRE: Above, the sky over Canberra's Lake Burleigh Griffin lights up on March 10, 1997, during the Skyfire celebrations; below, it is Townsville's turn with a two-ship dump and burn on September 26, 2009. Photos: POIS Damian Pawlenko and CPL Melinda Mancuso



HOT STUFF: Dump and burns at the 2010 Williamtown Air Show, above, and 2009 Avalon air show, below. Photos: LACW Amy Trebilcock and CPL Christopher Dickson



PIG FACTS



- ▶ Up to 400 aircrew and 20,000 maintainers trained and worked on the F-111.
- ▶ The fleet comprised 24 F-111Cs, 4 F-111As converted to F-111C standards, and 15 F-111Gs (see the full aircraft list on Page 8).
- ▶ Maximum speed: Mach 2.5; maximum ceiling: 50,000 feet; maximum unrefuelled range: 5950km.
- ▶ Wingspan (extended): 21.33 metres, length: 22.4 metres, height 5.22 metres.
- ▶ Six hardpoints under the wings could carry 2268kg of bombs each.
- ▶ Engines are Pratt & Whitney TF30 turbofans.
- ▶ Early in its career, the aircraft became affectionately known as the 'Pig' for its ability to operate at night with its 'nose in the weeds', thanks to its terrain-following radar.
- ▶ The cockpit module was a unique design in that it ejected as a complete entity (not just the seat and pilot), thus serving as an escape vehicle and shelter on land and water.
- ▶ With its airframe, engine, avionics and weapons upgrades, throughout its service in the RAAF the F-111 remained the fastest, longest-ranging combat aircraft in the Asia-Pacific region.
- ▶ The F-111 was the first production aircraft to incorporate the variable sweep wing (variable geometry). A swept wing, linking up with the horizontal stabilisers making a 'delta' wing configuration, is more suitable for high speeds, while an unswept wing is suitable for lower speeds, allowing the aircraft to carry more fuel and/or payload.
- ▶ The British man who designed the concept of the sweep wing, Barnes Wallis, also designed the famous 'bouncing bomb' used on dams in the Ruhr Valley in WWII.

A belly flop to remember

WHAT A SIGHT: Above and below, some of the memorable images of the successful wheels-up landing of an F-111 at Amberley on July 18, 2006. Below left, the aircrew who saved the day, FLG OFF (now FLTLT) Peter Komar, standing, and FLTLT (now SQNLDR) Luke Warner.

Photos: SGT Errol Jones and LAC Alan Bencke

FLASHBACK



Andrew Stackpool

ONE OF the more memorable Pig stories of recent years was the successful wheels up "belly landing" at RAAF Base Amberley in 2006.

The spectacular emergency landing of an F-111 with crippled landing gear made national news on July 18 and labelled the jet's crew as heroes.

The crew comprised the pilot, 6SQN's FLG OFF (now FLTLT) Peter Komar, who was undergoing his operational conversion to the type, with only 70 hours in F-111s, and 1SQN navigator FLTLT (now SQNLDR) Luke Warner, an experienced navigator with 1250 hours on the F-111.

It was their skill, training and cool heads in the air, together with support from the ground, that prevented a potential disaster.

SQNLDR Warner said that they were unaware there was a problem initially.

"The first we knew was when Air Traffic Control told us the main landing gear had remained on the runway; essentially, the port wheel had fallen off."

FLTLT Komar said they realised

they had "a pretty serious problem" on their hands. "I felt some disbelief, a bit of a sinking feeling. I never thought I'd face this so soon after basic training."

Training and discipline quickly took over as they turned their attention to recovering the aircraft.

"We started to go through our check lists pretty quickly and to discuss the various options. At the same time we let Ops know back on the ground so they could start thinking through the problem as well. No 1 [the lead aircraft] did a great job, too, coming back and taking care of Air Traffic Control and the like so we could concentrate on the job at hand," SQNLDR Warner said.

They had two primary options, to land with the wheels up or try to land with the undercarriage down. The preferred option was wheels up, because "wheels-down had

too many variables". The crew climbed to 15,000 feet and orbited Amberley for the next three hours, while senior F-111 pilots, navigators and engineers on the ground flew a number of possible recovery models in the simulator, before attempting the wheels-up landing shortly after 2.10pm.

Meanwhile, base emergency personnel prepared for the jet's arrival, including streaming arrestor wires and positioning fire rescue and medical teams.

The aircraft made three practice approaches and then two attempts. FLTLT Komar said he aborted the first approach because they were a bit high. The second was a straight-in, low-level approach at 3 to 4 metres altitude.

He said to do so went against every natural instinct to gain altitude for the landing as they picked up the wire and the jet settled.

"It was a moment of great relief for both of us, an awesome feeling to get out of that aircraft and walk away; we were pretty happy," SQNLDR Warner said.

FLTLT Komar agreed. "I was pretty relieved as we picked up the cable," he said.

"Short of the cable snapping, all of our decisions had been made. All we had to do was shut the engines down and jump out. I was very relieved to be running on solid ground."

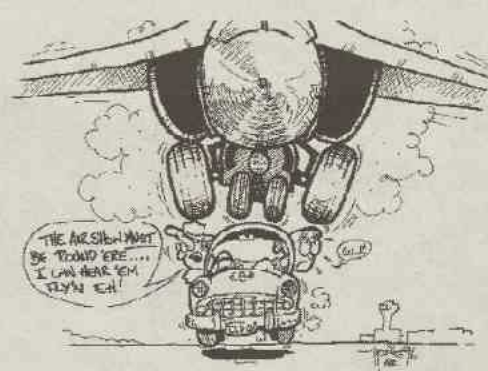
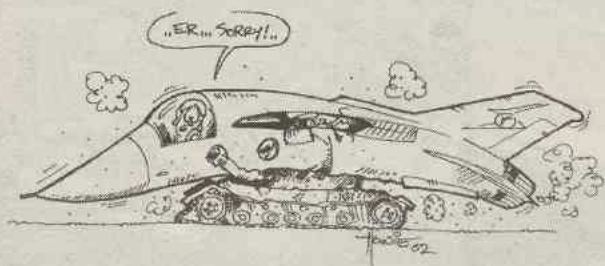
"It was great having the guys on the ground working with us as a team to come up with a solution. The plan worked well, everyone did a fantastic job and I'm proud it all went so well."

FLTLT Komar was subsequently awarded a CAF's Commendation for his role in recovering the aircraft that day.



Thanks for the all the laughs, Howie

FORMER *Air Force News* cartoonist and aircraft life support fitter FSGT Darrin Howe tickled the funny bones of readers in the 1990s with his collection of drawings of Air Force aircraft and personnel, often featuring the F-111. The talented cartoonist, who discharged from the Air Force in June last year after 22 years' service, became a regular favourite for his cartoon column, "Tales from the Sharp End", which began in October 1993.



The F-111 picture (right) used throughout this special lift-out is one of Howe's earlier drawings. Others shown above and left are examples of the many F-111 cartoons he submitted to *Air Force News* between 1993 and 2003.

DA BOMB: A 6SQN F-111 on display with a collection of explosive ordnance it is capable of delivering to a target.



BOMBERS' AWAY

GALLERY



One last look at the Pig



LIFTOFF: An F-111 taking off at RAAF Base Townsville on Exercise Talisman Sabre in 2003, above, and RMAF Base Butterworth on Exercise Bersama Padu in 2006, left. Photos: CPL Melina Mancuso and SGT Jack Pritchard, RAAF

MANY FACETS: A montage of an F-111 on the flightline of RMAF Base Butterworth during Exercise Bersama Lima 2008. Photo: LAC Scott Woodward



F-111 FAREWELL SPECIAL

